日九十月四年三統宣

Hongkong, 15th May, 1911.



號七十月五年一十百九千一英港香

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HONGKONG, WEDNESDAY, MAY 17TH, 1911. 三拜禮

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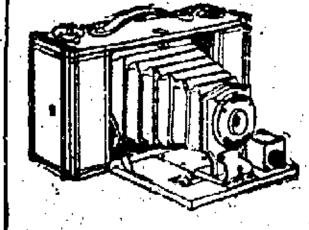


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MANAGER Hongkong, 24th July, 1905.

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WATSON

development of the service is much restricted

- which ought not to be contemplated—i

is evident that there will be great tempta-

stated by no less an authority than Mr.

General, the Deputy Postal Secretary, the

District Postmasters, ex officio, the District

Accountants and many subordinate employ-

ces are not, at the present time, a charge on

postal funds. Mr. Monse also states that

the mass of printed forms required, about

thirty millions in a year, are provided with-

out special accounting; office accommodation

is provided on Customs premises at many of

and non-linguists. Chinese linguist clerks

possess a practical knowledge of English

charge of branch offices at places where

linguists are not required to know a foreign

language and work at head offices under the

linguists, or in charge of various establish-

ments inland. Grades and rates of pay ar,

fixed, and all employees advance by promo.

it is stated, in the main rests on honesty

and efficiency, works satisfactorily, cases

of loss, misbehaviour or peculation being of

extremely rare occurrence. The part which

competent and effective supervision at the

head offices plays in all this is too obvious

to need emphasis; and it is in the highest

in no way be weakened. An imperial

time has therefore arrived when

severance is necessary. It can only be

hoped that the Yu-Chuan-pu, which was

created in 1906 to take the supreme, though

retained unimpaired by any false economies

postal service extends to the remotest

Two more cases of plague in the Colony wer

imposed a fine of \$250 on a Chinese who was

was yesterday sentenced by Mr. Hazeland to six

months' imprisonment and four hours in the

The marriage of Miss Jacks and Captain C.

H. Douglas St. Clair is announced to take

place on Wednesday, June 7th, at St. John's

The man who was stabbed last week during a

quarrel in a restaurant has since died in the

hospital. His assailant, who is believed to be an

It is expected that the interport match at

Shanghai will be started on Wednesday, the

31st inst., or Thursday, the 1st June, and it is

probable that an interport tennis contest will

also be arranged while the Hongkong men are

Mr. M. S. Myers, American Vice-Consul-Gen-

absence and will take a trip out to West China.

His office at Tientsin has been taken over by

from Mukden, where he was Vice-Consul.

Mr. H. G. Baugh, who was recently transferred.

The Hon. Treasurer of the Alice Memorial

and Affiliated Hospitals begs to acknowledge

with thanks the following donations to the funds

The Municipal Police of Shaughai have just

been enriched by the gift of a number of ex-

race ponies who in the past have won many

their days in peace in the police service. Um.

pque was presented by Mr. Geo. Dallas, China

by Mr. Ellis Kadoorie, Dinna Ken by Mr. J. A.

Brand, and Heraldic, who has won many races

in Tientsin, Shanghai, Hankow and Hongkong,

eral at Tientsin, has been granted leave

ex-lukong, has not been arrested yet.

which he was possessed.

in Shanghai.

of the Hospitals:-

Radecker & Co.

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notified vesterday, bringing up the total to 31

fact as well as in name imperial.

found selling opium.

Cathedral.

Chinese clerks are guaranteed,

whole system, which,

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and addresses with communications addressed to the Elitor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGHONG OFFICE: 10A, DES VOUT ROAD C LONDON OFFICE: 131, FLEET STREET. EC

Hongkong, May 17TH, 1911.

Our Peking Correspondent has telegraphed the news that the Imperial Postal administration in China is to be taken over by the Board of Posts and Communications on the 28th inst. That the announcement received at Peking with grave misgiving by foreign residents is not surprising, for the condition of the telegraph service China under purely Chinese control is an object lesson which it is impossible to ignore. Dr. Monnison has quite recently described it as the worst in the world. "There is no uniform rate, no secrecy, and the offices are overburdened with officials ignorant of telegraphy." It would be extremely deplorable if the very fine Postal Service inaugurated by Sir Robert Hart should share this fate. Unhappily there is only too much reason for fear on this score. Apparently there is to be a foreign chief of the administration, but doubts seem to be entertained in Peking as to whether he will he given that independent control of the staff which alone can ensure the maintenance of the high state of efficiency which has won for the Imperial Chinese Postal Service while controlled by the Inspectorate-General of Customs a reputation of which all concerned in the administration may be justly proud. It is felt that in the present condition of China direct control by qualified foreigners is essential for a considerable time to come, but unless expenditure on the by Mr. Reynell.

The house of Mr. C. H. Rutherford at Shanghai has been burglariously entered and about \$400 worth of silver, including shooting and owing oups, was stolen.

tion to do without a Foreign staff, which A public subscription at Shaughai inaugur must necessarily be well paid. It has been ated by the N.-C. Daily News for the benefit of the widow of M. Vallon, the unfortunate B. Morse that it is probable that a complete avia or who met his death there recently severance of Customs and Postal expenditure amounted at date of latest mail news to nearly would add to the latter "some lakhs of taels a year," for the salaries of the Inspector.

The death is announced of Father Perrin. from typhus, while engaged in succouring the distressed in the Central China Famino district. This is the fifth case of typhus among the Catholic and Protestant missionaries who have been distributing relief, but fortunately all the others have survived.

to be given by Rev. W. H. Foster Pegg at the (hinese Y. M. C. A. on the subject "Nansen's the smaller ports; and steamer mail subsidies | Farthest North" was postponed to this week, are paid from Customs funds. The Staff of Thursday, 18th May, at 8 p.m. This is one of the Imperial Post Office at the present time | the r gular lectures which is given in the hall appears to consist of about 150 foreigners of the above institution each Thursday evening. Next week Dr. J. C. McCracken, of the Univerand between 6,000 and 7,000 Chinese, but sity Medical School in Canton, will lecture on | months. the service is continually being extended in the "University of Pennsylvania." Both of these all directions, and a larger staff and larger lectures will be illustrated by the use of lantern means are required yearly. The present Chinese clerical staff consists of linguists

The Governor of British North Borneo and Mrs. Gueritz, who are now at Home, recently met with what might have been a most ser ons and do duty at the head offices or act in accident. Travelling rapidly down the Strand in a taxi, the traffic was suddenly checked by a policeman. A motor bus, just behind the taxi | friendship. foreign communities are found. Nonfailed to answer to the brakes, and the taxi was sandwiched between the bus and a larger van in front. His Excellency and Mrs. Gueritz were both severely shaken, though fortunately esca ed without injury. The taxi was wrecked.

The death is announced, on April 29, in London, of Mrs. Lewis (Sarah) Moore, wife of the late Mr. Lawis Moore, of Shanghai, after a long illness. Mrs. Moore was an old resident, and one of the best known of the International Settlement, where she had a large circle of friends. Her husband, the late Lewis Moore, was the founder of the firm which still exists in Shanghai. Mr. Moore held a leading position among Freemasons, and was at one time head degree essential that this supervision should of the Shanghai Fire Brigade, besides taking a leading part in other public institutions. It is postal service in China is a vast under- now some years since Mrs. Moore retired to taking, and we can quite understand that England to devote herself to her daughter's it is growing beyond the capacity of the education, and her death will be much regretted Customs Service to control, and that the by friends, both at Home and in the Far East.

THE EARTHQUAKE.

NEWS FROM CANTON AND MACAO Our Canton Correspondent writes :- "This nominal, control of the Service, will see to mornin : (15th inst) about 1245 a.m. a distinct it that the fine organisation built up by Sir earthquake shock was felt all over Canton ROBERT HART and his coadjutors will be There was a severe tremor, but not sufficiently. strong to to any damage. The shock only and will be further developed until the lasted a few seconds, but many of the natives were severely startled by it. Earthquakes are corners of the vast Empire and becomes in | said to be of very rare occurrence here, and it is thought that the shock indicates that there was a severe earthquake either in Japan or Java." strong earthquake shock was experienced here at 12.45, but no damage was done. The Govern-A Model Yacht Club has been formed at ment in 1906 purchased a seismograph, but I un-Shanghai with Mr. J. C. Macdongall as comderstand it still remains in the packing case, as nobody has been found competent to set it up. Now that the Government is desirous of creating At the Magistracy yesterday Mr. Hazeland a Public Improvements Fund, may I suggest that this instrument be sold and the proceeds devoted to the aforesaid fund?" For returning from banishment a Chinese Swatow also felt the shock.

MACAO NOTES.

FRON OUR OWN CORRESPONDENT.

Macao, May 15th.

THE CENSUS

It is announced that the Census returns taken last year are in course of publication, but the reports are said to be unreliable, and it is doubtful if the exact number of the population can be stated. It looks as if we shall to have adhere to the census of 1896. It is a crying shame A highway robbery on the Stanley Road was | that the Government having spent a considerable some of money on the work (\$7,000), should reported to the police on Monday. Two men are stated to have held up a villager at the ton have nothing to show for it. Somebody is to of the gap and robbed him of the few dollars of blame.

ABORTIVE PETITIONS.

Some three months ago the principal owners of property in the City petitioned the Government against the colour-washing regulation, but it seems that no attention has been paid to this. It is stated that a second petition is being propared to be sent direct to the Home Government under the care of Dr. Mansilha, ex-Colonial Secretary. It is hoped that this gentle man will do something in the interests of the Colony in Liebon.

LOCAL SPORT.

The tennis team of the Chinese Y.M.C.A will play Queen's College team on their own grounds at Canseway Bay on Wednesday afternoon at 4.30 o'clock. This is one of the fixtures in the Hongkong Tennis League.

K.C.C. TENNIS TOURNAMENT.

FURTHER RESULTS. "B" class Singles, Second Round.—Kynock (recs. 3/6) beat Beirman (scr.) 6/4, 3/6, 6/4. Chee (owes 15/1) beat Brett (owes 15/1) 6/3 races for their owners and they will now end 6/1.

"THE FOLLIES."

Mr. Henry Dallas' Company returned from the North by the P. & O. steamer Sicilia yesterday. The Company give their first return performance at the Theatre this evening.

TELEGRAMS.

Protected by the Telegraph M as ge Copyright Ordinance, 1894.]

BEUTER'S SERVICE TO THE "HONGKONG - DAILY PRESS."

STANDARD OIL CO. AND ANTI-TRUST LAW.

> THE TRUST ORDERED TO BE DISSOLVED.

London, May 16th. The Supreme Court of the United The lecture which was announced last week States at Washington has confirmed decision of the Lower Court in the Standard Oil case, holding that the Company has violated two sections of the Anti-Trust law, and orders the Trust to be dissolved within si

HISPANO-JAPANESE TREATY.

London, May 16th.

The Spanish Foreign Minister and the Japanese Minister at Madrid have discovered. signed a Treaty of commerce and

THE VETO BILL.

London, May 16th.

The House of Commons has passed the third reading of the Veto Bill by 362 votes to 241.

BRITISH BUDGET ANTICIPA TIONS.

LONDON, May 16th.

Seldom has there been such indifference shown in the City on the eve of the Budget as at present, and it is confidently expected that there will be few changes, though the removal of the protective duty on cocoa is considered certain.

THE KAISER IN LONDON.

London, May 16th.

The Kaiser and Kaiserin, accompanied by their daughter, arrived in London yesterday and were welcomed King George, Queen Mary, and other Royal personages. Subsequently they drove to Buckingham Palace. Our Macae Correspondent writes: "A rather | The royal visitors were greeted by | out. large crowds who cheered loudly en

> FROM THE "N.-C. DAILY NEWS." THE OPIUM AGREEMENT

"THE TIMES" COMMENT.

London, May 10th.

In a leading article The Times says that it still remains to be considered what the precise effect of the opium agreement will be upon Indian finances. The prospect of the almost immediate termination of the trade will inevitably cause serious dislocation

of the Indian Budget and will probably

entail fresh taxation.

FROM THE "CABLENEWS-AMERICAN."

THE SITUATION IN MEXICO.

Washington, May 12th. Reports_from Mexico indicate that the rebels are gaining daily in strength. Francisco Madero, leader of the revolt, is now in Juarez, personally organizing a government.

At the same time he is reorganizing his military forces and preparing for an expedition against the city of Mexico. Supplies are now being brought into Juarez for the provisioning and equipping of the rebel forces. No opposition to this is being offered in view of the fact that the army of the insurrection is the defacto government of Juarez and its civilian population.

Ambassador Wilson has summoned the other foreign diplomats in Mexico and plans for the defence of the foreign legations and lives and property in the Mexican Capital have been formed. These have been submitted to the Mexican Minister of Foreign Affairs, Senor de la Barra, and liave been approved by him.

> NORTH BORNZO AND THE CORONATION.

The proposal to establish a North Borneo Cot in some London Hospital as a memorial to the late King has fallen through, from lack of support, says the B. N. B. Herald, a sum of 83,365 only having been collected or promised. It is now proposed to offer the return of sums already paid. Some of the suggestions now made are:-A museum at Sandakan, botanical or public gardens at Sandakan, public reading rooms at Sandakan and Jesselton, a sanatorium or Hill Station, drinking fountains, and improvements to recreation grounds in Sandakan and Jesselton.

CANTON.

FROM OUR OWN CORRESPONDENT.

Canton, May 14th. DYNAMITE IN A COFFIN.

Yesterday a big find of dynamite was made under the most remarkable circumstances. Some days ago a man hired a house in Sau Kwai Street in the old City and brought a family there. The day before yesterday bitter cries were heard coming from the house, and it was said that one of the inmates had suddenly died. Before long a coffin was delivered at the door, but it was noticed that, contrary to custom, the undertaker went away at once. The suspicions of the neighbours were aroused and the matter secretly reported to the police. Yesterday a number of police went to the house to a arch it but having found nothing they turned the attention to the coffin, which when opened was found to contain not a body but a large number of dynamite bombs. The whole household was at once placed under arrest and the premises sealed up. The amount of ammunition and arms lately seized by the Government has been very great and of the value of several thousands of taels. Every day the authorities are becoming more cognizant of the fact that the rebels must be backed by plenty of money, for all the arms are expensive modern weapons. The informer who gave information regarding the arms seized yestorday in Honam has been rewarded with a sum equal to half the value of the weapon

RIOT AT A TREATRE.

There was a serious disturbance outside the Sai Kwan Theatre last night. A man had s quarrel with a gato-keeper regarding the price of a ticket, and an officious policeman arrested thom both. This caused the bystanders to become excited, and they made a rush on the policeman. In the scuttle the gate-keeper was wounded on the head, and one of the crowd was stabbed in the back with a knife. The police were quite unable to stop the row, and then the crowd began to pelt the theatre with stones breaking many windows and lamps. By this time a member of the Self-Government Society. had arrived on the scene, and began to make a speech, asking the people to desist from their riotons conduct. It was of no avail, however, and it was not till a force of soldiers had arrived and cleared the street that order was restored. At 10.30 p.m. the audience, which all this time had been in a state of terror, was escorted out of

COLLAPSE OF A HOUSE. Near the North Gate there is a bridge known as Chong Yuon K'in, and it wa near this structure that a fierce fight took place with the robels and after the trouble soveral persons were executed there. A may be imagined, all these occurrences have filled the neighbourhood with fear and the people are too terrified to come out after dark for fear of meeting with the "Kwais," or spirits of the departed. Last night at about the 4th watch a house at the north end of the bridge collapsed with a great noise, and the neighbourhood was throughly alarmed. Even when daylight came the people refused to open their doors, and it was not until a strong body of police arrived on the scene that anyone ventured

Yesterday a young man aged 20 living in Sin Yueng Street committed suicide by hauging himself from a beam. Some time ago this young fellow cut off his quoue, and because of this someone denounced him to the authoritie as a rebel. Although there is reason to believe that he was entirely innocent the young fellow preferred to die rather than submit to interrogation.

PROTECTING THE MANCHURIAN SETTLEMENT Hitherto many of the streets in the Eight Banner Settlement have been without gates, while even those gates that do exist are old and rotten and useless for purposes of defence, Orders have now been given that strong iron gates are to be placed at the entrance to every street in the Settlement. To still further protect the Manchus, machine guns have been posted at certain commanding points and the guards in the Settlement have been angmented. Of all people in Canton the Manchus have most to fear in case of n rebellion, for it is more than probable should the rebels got the upper hand the Eight Banner Settlement would be the scene of a

TO INCREASE THE TROOPS. In spite of the arrival of four regiments from Kwong Sai the Peking Government considers that Canton is still insufficiently garrisoned. Orders have been given to the Viceroy of the Hupeh Province to send a detachment of men to this city and a large amount of ammunition is to be sent with them.

FURTHER ALARMS. I have just heard from a man who has just come in from the City that the revolutionists have posted notices on the city gates warning people to take their women and children away without delay as a great rising will take place during the present night. . The same man tells me that some of the Government Schools have closed again to-day for the safety of the pupils. It is doubtful, however, if the rebels. will rise, as the authorities have in no wise relaxed their vigilance and all things are ready to suppress any further rising. Of course, the success of the Government depends entirely on the loyalty of the troops, and from what I gather from various sources this is not to be too greatly depended on.

> Canton, May 15th. DR. SUN YAT SEN.

It is reported here that the revolutionists have had word that Dr. Sun Yat Sen left Sumatra en route for China, where he intends to personally

I do not know how much truth there may be in this statement, but if he were to land here it is highly probable that his presence would be the signal for a much more serious revolt than that which has just been suppressed.

DISCREDITING A RUMOUR. I have reported on former occasions the excitement that has been caused here by the ramour that China was to be divided up among certain Foreign Powers. The Vicercy has just received a telegram from Peking to the effect that such a rumour is entirely fulse and has in all probability been invented by the revolutionists for their own purposes. H.E. has been commanded to convey this news to the people without delay in order that all excitement on this account may be allayed. The Vicercy has ordered the Taotai of Constabulary to report the same to the Canton Press Association in order that full publicity may be given of the fact that no partition of China is intended. Even when the people see this in print it is doubtful if it will be believed, for the inhabitants of this City seem never to be happy unless they are "up against" the foreigner for some "aggression"

real or imagined. THE YUET HON BAILWAY.

The vexed subject of this railway is again occupying the attention of the Government. The authorities in Peking have stated that the present management of the concern is very bad and should be taken out of the hauds of the merchants, who at present control it, and be placed under the Imperial Government. It is said that the following three points have been agreed upon: (1) The Board of Communications will buy

back all the shares in the railway which are at present held by merchants and others of the general public; (2) Merchants will be allowed to build brauch lines to not as feeders to the main line; (3) A large portion of the profits of the line after it has been taken over by the Government is to be used in the opening up of mines in various places through which the line passes. Viceroy Chang has been told to appoint a special deputy to examine into the financial position of the railway and to report as soon as possible. Public opinion here seems to be against the scheme, as the people think the Board will have recourse to a foreign loan to redeem the line from the

> CORONATION CELEBRATION FUND.

Dr. J. W. Noble Netherlands Trading Society	\$ 2
Natherlands Preding Society	\$2
Netherlands Trading Society	
	Z
Russo-Asiatio Bank	2
Russo-Asiatio Bank Whiteaway, Laidlaw & Co	
W. S. Brown	
J. Hooper	•••
C. H. W. Kew	•••
T. W. Robertson	***
P. R. Wolff	***
C. H. W. Kew T. W. Robertson P. R. Wolff E. S. Ford J. Hyde R. Packham E. H. Neave	•••
J. Hyde	***
R. Packham	
E. H. Neave	4
E. H. Neave A. H. Haron R. Unsworth S. R. Ismail S. Juman S. H. Sepher O. S. Mooney C. F. Li	
R. Unsworth	, , ,
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S. Juman	*14
S H Senher	
O S Mooney	
C F Id	
O. S. Mooney C. F. Li Leung Kam Luu Juman Khan Lau Yung Fuk C. H. Tsan Fung Chow Ling	
Institute Klinn	
Lan Vance Enk	
C II Tonn	
Mana Chan Line	
FULL CHOW THINK	
Also a cheque for \$15,000 has been I	6061
from Mr. Chan Kai Ming on behalf	of '

be published at a later date.

HONGKONG LEGISLATIVE COUNCIL

A meeting is called for Thursday.

Hon. Mr. C. M. Ede will ask the question of which he gave notice at the last meeting relating to the Military Contribution. The orders of the day are :--

First, reading of a Bill entitled An Ordinance to amend the Foreign Offenders' Detention Ordinance, 1872.

Second reading of the Bill entitled, An Ordinance to authorise the publication of a Newly Revised Edition of the Revised Edition of the Statute Laws of the Colony prepared in virtue of Ordinance No. 12 of 1900. Second reading of the Bill entitled, An Ordinance to amend the Law with respect to Persons carrying on business as Money. londers.

Second reading of the Bill entitled, An Ordinance to amend the University Ordinance,

Second reading of the Bill entitled, An Ordinance to amend the Sale of Food and Drugs Ordinance, 1896.

Third reading of the Bill entitled, An Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencier.

Second reading of the Bill entitled, An Ordinance to amend the Tramway Ordinance, * Will not be proceeded with at this meeting.

THE WRECK OF THE "ASIA."

The wreck of the steamer Asia as it lies on Finger Rock is to be sold by public auction. An announcement to this effect appears on

The tugbent which has been standing by since shortly after the wreck is due at Shanghai in a few days, says the Shanghai Times of the 10th inst., and the wreck will be guarded from furth. er pillage by two or three war junks,

The auction will be held by Messrs. Hopkins, Dunn & Co. at their offices, on Tuesday, May 23. None of the loot taken by the fishermen from the steamer has yet been recovered, the officers of the Chinese gunboat declining to go into a search without special permits from the Taotai and soldiers. As soldiers are on the war junks the authorities may be induced to use them, but it is quite probable that the thieves have taken good care to get their pluuder out of reach by

lead the rebels in an attack on the Government.

SUPREME COURT. Tuesday, May 16th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOT. (CHIEF JUSTICE).

INTERESTING SHIPPING CASE.

In the matter of an arbitration between the Java China Japan Lijn and Olof Wijk & Co. China Agencies, Ltd., a special case was submitted for the opinion of the Court. The arbitrators, Messrs, R. Shewan and D. W. Craddock, with Mr. G. H. Medhurst as umpire, made certain findings of fact. The case to be argued was upon questions of law arising out of the charter party.

Hon, Mr. H. E. Pollock, K.C., instructed by Mr. J. Scott Harston, appeared for the Java China Japan Lijn, and Mr. Eldon Potter, instructed by Mr. G. A. Hastings, appeared f r

Messrs. Olof Wijk & Co. China Agencies, Ltd. Mr. Pollock submitted shortly his right to begin. His clients chartered a steamer called the V.ctoria from Olof Wijk & Co. The particular charter with which his Lordship was concerned fore the warranty was not limited to the comwas a time-charter running for a period of one year from October 1st last year. Before the charter had proceeded as much as half its course his clients claimed to be entitled for certain reasons to cancel the charter and to recover certain damages by reason of the ship chartered not being a first class risk in local insurance offices. The matter was referred to arbitrators under an arbitration clause, and Mr. Slade first appeared for the Java China Japan Lijn. It appeared to have been settled by the arbitrators that Mr. Slade was right in beginning before them, and Mr. Pollock submitted that if that position was correct then it was equally correct now.

His Lordship-What is the general principle of beginning arbitrations?

Mr. Pollock-I take it that the general principle is the same as it would be in Court. His Lordship-You claim to cancel the charter, but you would not be plaintiff in an

action. Mr. Pollock -We not only cancelled the charter, but we also claimed damages in respect of our having had to pay extra premiums.

His Lordship-You would have been plaintiff in the action?

Mr. Pollock-Yes. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first class risk, and it would also involve our right to cancel the charter party.

Mr. Potter thought the position would be as his Lordship had put it. If there arbitration the position would have been that his friend's clients would have cancelled the charter party, he would have brought an action for damages, and the other side would have counterclaimed for breach of sundry conditions. A special case had been drafted on his clients' application, and the only point was as to whether he was entitled to

His Lordship-Are the findings fact in your favour, of the other eide?

Mr. Potter-We say they are in our favour but I think the majority of the facts have been agreed.

His Lordship-I think we had better follow what was done before.

Mr. Pollock then proceeded to read the special case, which showed that the following questions of fact had been submitted to the arbitrators and their replies are appended:

(1) Was the steamship Victoria insurable as a first class risk in local insurance offices P-No-(2) Prior to October 1st, 1910, did Mr. Bisschop discuss with Mr. Nilsson the possibility of difficulties arising as to insurance of cargo owing to the age of the Victoria?-Yes. (3) At the time he signed the charter party was Mr. Bisschop aware that the local insurance offices would not accept the Victoria as a first

class risk?-No. (4) At the time he signed the said charter did Mr. Bisschop believe that the local insurance offices would probably not accept the Victoria as a first class risk?-No.

Upon these findings of fact by the arbitrators, the Java China Japan Lijn asked them submit the following questions for the opinion of the Court:-

(1) Were Olof Wijk & Co. precluded by law or by the rules of evidence from putting questions 2, 3 and 4 to the arbitrators?

(2) Was the Victoria insurable as a first class risk in local insurance offices as stipulated for by the time-charter?

(3) If the answer to the second question in the negative, did the fact that the Victoria was not a first class risk entitle the Java China Japan Lijn to (a) cancel the time-charter; (b), recover damages in respect of such breach of condition or war-

ranty? (4) Are the Java China Japan Lijn entitled as an item of such damages as aforesaid to recover from Olof Wijk & Co. the premium amounting to 831.90 guilder, \$770, which the agents of the former paid for extra premium under the time-charter, of January 19, 1911, on account of the Victoria not being a first class risk?

Messrs. Olof Wijk & Co. askel the arbitrators to submit the following questions for the opinion of the Court:

(1) Have the charterers terminated the said charter party on the ground that the the local insurance offices?

(2) If they have, were the charterers entitled to terminate it, in view of the facts agreed and found by the arbitrators, on the ground that the steamer is not insurable as a first class risk?

party, are the charterers entitled to terminate Pollock, K.C., instructed by Mr. Hind (of it on the ground that the steamer is not insur. Messes. Brutton & Hett), appeared for Chan Un able as a first class risk in view of the facts Ying. agreed and found by the arbitrators?

ly waived the condition that the Victoria should sympathy with a Chinese who when he came of be insurable as a first class risk in the local in- age, sought to disturb the family arrangements surance offices P

signed charter party, and were not entitled so to do, what damages are the owners entitled to recover from the charterers!

Mr. Pollock said his Lordship had before him the finding of the arbitrators that the Victoria was not a first class risk in local insurance offices If he would refer to the charter party his Lordship would see the importance of these words, and the language used in reference to her being insurable. This time-charter contemplated a succession of voyages to be undertaken during the charter party, and after stating that the ship should be insurable as a first class risk, there was a warranty that she should be maintained by her owners during the continuance of this charter. Therement of the first voyage undertaken under the charter, but it extended to every lawful voyage ship was not a first class risk some very serious consequences would follow. In the first place, it would be difficult for the charterer to get shippers to ship cargo by his ship if they found on application to the insurance companies that they had to pay extra premium by that ship. Persons who chartered ships did so often with the idea that if freights rose they in their turn might re-charter them at a profit. On the continuing warranty that the ship should be a first class risk, they were entitled to say that they would not go on continning difficulties for themselves when she was not. They were not bound to continue loading a ship for successive voyages if they could satisfy the Court that the continuing under-

taking by the owners had been broken. Mr. Potter said Mr. Pollock's case apparently was that the charterers were entitled at any time to give up the boat they had charge of in our yesterday's issue:should they choose to do so at the end of five

His Lordship-No, that is not his case. It is that on the knowledge of the fact that the vessel was not insurable he was entitled to give

up the boat. Mr. Potter said his friend's position appeared to be that after using the boat for five months the charterers, becoming aware that she was not insurable as a first class risk, were entitled to terminate the charter. He hoped to show his Lordship that that was an impossible position in law. The charterers having used the vessel for five months were precluded from treating this condition as a condition precedent. The law was clear that they must complete their contract, and their remedy was to sue for damages, if they had suffered any, at the end of the contract. In this case the charterers had, from a time subsequent to October 1st and prior to the 19th, known that the Victoria was not a first class risk. He submitted that the letter of February 22nd from the Java China Japan Liju terminated the contract, and that his client was entitled to bring action against that line for breach of contract. The really important point his Lordship had to decide was whether or not the charterers were entitled to terminate the contract.

The further hearing was adjourned. AN ARBITRATION DIFFICULTY.

His Lordship delivered his decision on the question of costs raised in connection with the arbitration in which the Wing On Company and Sander, Wieler & Co. were the parties.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. G. K. Hall Brutton (of Messrs. Brutton & Hett), represented the Wing On Company, and Mr. C. G. Alabaster, instructed by Mr. Jackson (of Messrs. Johnson, Stokes &

Master), appeared for Sander, Wieler & Co. His Lordship, in the course of his judgment, said the Wing On firm, in the circumstances detailed in the opinion which he delivered on the case stated by the arbitrators, had now moved the Court for an order against Mesers. Sander, Wieler & Co. for their own costs, and of the arbitrators of and incidental to the special case, and the supplement thereto, and the argument thereon before the Court. He was of opinion that he had no jurisdiction order costs originally, and that he had no jurisdiction, apart from any other question, to order them now. As to the question the costs of this motion he had been much puzzled, but after giving it his best consideration, he had come to the conclusion that in the peculiar circumstances of the case this mo. tion must come within the same principle, that it was an incident of the reference. Therefore he would make no order, but would leave it to be there. decided by the arbitrators when they dealt with the costs of the arbitration. Any order which his Lordship might make might unduly influence the arbitrators in coming to a decision on the question of costs generally, and the normal or ler would allow immediate taxation, which

would not be right. THE OWNERSHIP OF SHARES. Judgment was delivered in an issue in the action, Chan Un Ying v. Chan Wong Shi and Chan Wai Chi, to determine whether Chan Wai Chi, or through him the mortgages, Ho Man, was entitled to the possession of 24 shares in the Hongkong and Shanghai Banking Corporation Victoria is not insurable as a first class risk in | now in the possession of J. H. Seth, the receiver in the estate, and as to whether the defendant is entitled to the possession of 12 new shares in

the same corporation. Mr. Eldon Potter, instructed by Mr. C. E. H. Beavis (of Messre Wilkinson & Grist), appeared

(3) If they have not terminated the said charter for Chan Wai Chi and Ho Man, and Mr. H. E.

In delivering his decision his Lordship said (4) Have the charterers expressly or implied. he had said more than once that he had little which had been carried on by the guardians and (5) If the charterers have terminated the head of the family in accordance with Chinese registered owner of them. Registration was cortainly a prima facie title against all the world but in this case there was a superior prima facie title -that of the estate, of which the chares formed part. They were transferred to him after the death of the owner, and while the estate was being administered, therefore, he had intermeddled, and could be called upon to justify his title. His Lordship did not require to go into the question as to whether in fact it could be said that the estate owed him the money. He Wai Chi had not proved his title strong enough to prevail against the claim of the estate to the shares, and he (Chan Wai Chi) must therefore put them back into the estate, and he must recover what he hadadvanced from the people to whom he advanced His Lordship decided on the issue that

Chan Wai Chi was not entitled to retain the shares, and that he must return them to the estate together with the twelve new shares. receiving the amount he paid for these new shares. The Registrar would report as to the dividends and adjust the account for them and interest on the amount paid:

THE SHANGHAI DRESSMAKER'S ACTION.

THE JUDGMENT.

The Chief Judge of H. M. Supreme Court, Shanghai, delivered the following judgment in the case of La Maison Parisienne v. C. H. Rutherford and Mrs. C. H. Rutherford, reported

whether the wife is the agent for her husband for the purpose of a particular transaction, which is under consideration. An agency be presumed; it may be There is no evidence that there is any express agency here; but an avency may in certain cases be presumed, and it is presumed from the station in life which is occupied by a married couple, and from other circumstances, the authority to purchase such commodities as will naturally fall within the wife's department may be purchased by her. Now, in this case we have the husband with an income, now, as possibly in certain years be more. He is living in a house in Markham Park, with his wife, for which he pays a rental of Tis. which in Shanghai is a low rental. cannot be a large one. To house at different times during the past five months have been sent goods which amount to something like \$3,600 from one establishment alone. The bill which is before me is for dress -various articles of dress, and for nothing more. I should presume from the nature of the lestablishment of the plaint ffe that the other goods supplied were of the same nature. There is nothing to show they were not. In-

many dresses and articles of that kind for her were goods the lighterage is a heavy item, besides in included in them. It therefore comes to this that in this one shop Mrs. Rutherford has spent money during the last five months at the rate of £750 a year, her husband's income being £500. It seems to me impossible to come to the conclusion that the husband can possibly have conferred upon her, even by presumption, the authority to spend such a sum in clothes. beyond that, we have the further fact that this lady had an income of her own, or, at all events, that she had a sum of money some seven years ago belonging to her, part of which was invested and which at all events, supposing it has gone now, must have produced some £600 a year. She had been drawing upon that, she refused to give any account of it to her husband. Not only that, but these goods were paid for by her with cheques drawn on her own private account at her own bank: and these cheques were given to the shroff who collected the monthly payments due to plaintiff's establishment at her house, during such hours as her husband would not be there. The question to decide in all these cases is one of fact, and the short reasons which I have given, have no doubt whatever about it that the husband has given no express authority pledge his credit, and no such authority can be presumed in the circumstances of the case, There will, therefore, be judgment against the

second defendant, inasmuch as the amount of the bill has been proved, and the case will be dismissed with costs as against the first defend ant. I do not know how far I am entitled to make any order against the second defendant to pay the first defendant's costs. In the first instruce you (the plaintiff) must pay them. Mr. Douglas asked that he should be allowed to get from Mrs. Rutherford the costs that he

would have to ray to Mr. Rutherford. His Lordship 'd he did not know whether he could make the order in her absence. Mr. Douglas said that he could. The only assets they knew of would be situated in the room in the Kalee. There had been some difficulty about writs of execution being issued

His Lordship said that immediate execution would issue. If there was any difficulty, any obstruction to the officers of the Court, such obstruction would be at the risk of any persons doing so. He did not imagine they would meet

RUBBER LITIGATION. BIG DAMAGES CLAIMED PROM SINGAPORE

DEOKER. Before the acting Chief Justice, Sir Archibald Law, in the Supreme Court, at Singapore, last week, the hearing was commenced of an action brought by Mr. Robert Passmore Silby, an engineer, of Shanghai, to recover from Mr. John Graham Boyd, broker, of Singapore, (1) \$124,315.96 for money payable by the defendant to the plaintiff for money received by defendant for the use of plaintiff, and (2) for \$118,022.23, damages for breach of contract to sell land, of which sum \$32,307.95 are for special damage Mr. R. St. J. Braddell, with whom was Mr. J G. Campbell, appeared for plaintiff, and Mr. Stevens represented defendants.

HAMBURG LETTER.

FROM OUR OWN CORRESPONDENT.

April 22. THE FINANCIAL SCHEME. As I foreshadowed in my last letter a fortnight ago, the financial scheme emanating from the joint committee of the Senate and the Burgersschaft has not met with universal approval The proposed increase in the harbour and toncustom, to apply to it the more rigorus rules | nage dues more especially has called forth enerof English law. Still, if it was a case to which getic protests from all interested in the trade of English law applied, and the conduct of the port and its shipping. The Hamburger these in charge of the property was clearly Beitrage in an article last week points out how every encouragement to the extension of the proved to have been contrary to English any increase in the charges must necessarily cultivation of the fibre. law, then he must enforce the law. Chan Wai | tend to divert the inland traffic to a still greater Chi financed the family, and when his advances extent than is already the case to other ports, had reached about \$20,000 Wong Shi trans- such as Antwerp, Rotterdam, Copenhagen and ferred these shares to him in payment. Now Chan Trieste, where the rates are considerably lower Wai Chi said he could not be called on to replace | than in Hamburg and which are being brought these shares in the estate because he was the | within easier reach of merchants and manufacturers in the interior of the country by the construction of new railways and canals, such, for instance, as the Tauren Rulway in Austria. The opening of this line last year caused, as readers may remember, considerable uneasiness in commercial circles here, it being feared that a large proportion of goods for the East might be henceforth shipped from South Germany and the Rhine via Trieste instead of taken subsequently under the charter. If the decided on the simple fact that Chan Hamburg, as the route is shorter and the Austrian Government is offering every facility in order to attract the traffic. The Chamber of Commerce thought the matter of sufficient impo. tance for it to address the Minister of Railways in Berlin on the subject with a view to obtaining a reduction in the railway rates from the interior to this port. So far nothing seems to have come of it, but, as the Beitrage rightly observes, is it to be expected that the imperial government will grant preferential rates when they find that the authorities here, instead of endeavouring to lessen the costs of shipping goods propose to add to them? They are already much in excess of those in the ports named, a regular liner, for instance, discharging, say, 3,800 tons of merchandize in packages and 4,700 tons grain in bulk and loading as return freight some 9 000 tons of different kinds would at the present rates have to pay in Hamburg M.5,086. in Antwerp M.4,085, in Copenhagen M.1,185 The ratio decidendi in these cases is as to and in Trieste M.2,585, besides which there is an extra charge of 10 Pf per 100 kilos landed on or loaded from the quays. No such rate is levied in any of the other towns except in Rotterdam, where, however, it amounts to only one-fifth of what it comes to here. It is not to be wondered at therefore that freights from the Black Sea, India and the River Plate for goods shipped in bulk are as a rule sixpence higher to Hamburg than to the other ports. Moreover, the railway here charges from 10 Pf. to 20 Pf. has told us, of £500 a year, or which may per 100 kilos for the use of its dock sidings whereas in other places the companies deliver the goods on the quay; in Holland they even grant relates on the carriage to regular shippers. Another circumstance which places Hamburg

> -hoped that with the extension of the harbour now going on this practice may be more and more abandoned, but higher quay dues are hardly likely to conduce to it. The other taxes proposed do not seem to find more favour in the eyes of the public, with the exception perhaps of the additional death duties: the death duties have last year been made an imperial tax, of which only a portion goes to the individual States, and the authorities now suggest supplemental rates for the sole be-

at a disadvantage is the want of quay room,

owing to which steamers not belonging to the

regular lines are frequently obliged to discharge

in the river. This is a convenient arrange.

ment in many ways for goods in bulk such as

grain, nitrate of soda, &c., intended for tranship.

ment by water to the interior, but for other

winter, when the river is full of ice, the lighters

and barges employed very often in severe

wenther become icebound, a cause of endless de-

lay and heavy additional expense. It is to be

nefit of the republic. BOARD OF TRADE RETURNS. The Board of Trade returns for the first three months of the present year again compare favourably with those for the same period in 1910, the total imports to Germany amounting to M.2,355, 47,000, against M.2,280,617,000, and the exports from the various ports of the empire to M.959.302.000 against M.788,151,000. The following are some of the chief items in

thousands of marks:-1911 Marks Marks Imports. 1,466,234 Agricultural produce 161,538 179,260 Mineral raw materials Wax, Oils and Fats Chemical and Pharmaceutical products Animal and Vegetable apiuning material 42,691 Leather and leather goods Indiarubber goods Paper, Cardboard and stationery Books, paintings, gravings, &c. ... Stone earthenware and glass Precious metals, jewellery, &c. Other metals and metal manufactures * Machinery and electrotechnical articles... Agricultural produce 148,358 Mineral raw materials Wax, Oils and Fats Chemical and pharmaceu --192,884 tical products Animal and vegetable 353,611 spinning material Leather and leather goods 12,143 Indiarubber goods Paper, Cardboard and Stationery ... Books, paintings, gravings, &c. Stone earthenware and

Precious metals, jewel-

Other metals and metal

Machinery and electro-

technical articles

322,727

215,516

lery, &c.

manufactures

The cultivation of cotton in Russia is steadily increasing; the area planted in Dessetines amounted to 299,392 in 1910 against 201,501 in 1909; in the Ferghana district, to 29,335 against 26,435; in that of the Syr-Darja, to 22-143 against 18,577; in Samarkand, and to 28,343. against 26,168 in the trans-Caspian territories. The yield in poods was in Forghana 20,673,143 against 11,421,608; in Syr-Darja 1,301,226 against 1,218,420; in Samarkand 933,350 against 725,468 and in the trans-Caspian territories 2,580,884 against 1,390,268. The Russian Government, fully recognizing its importance for the spinning industry of the country, is granting

COMPANY REPORT. PEAK TRAMWAYS COMPANY,

LIMITED.

The Report of the Directors for the year ending 30th April, 1911, reads: Gentlemen,-The Directors now beg to submit to you their Report and Statement of Accounts for the year ending 30th April, 1911. The Net Profit for the twelve

months, after deducting Directors' fees and General Managers' Remuneration and providing for losson subsidiary coins, amounts ... \$32,819.32

To which has to be added the Balance brought forward from last account

Making available for appropriation \$35,833.80

The Directors recommend that a Dividend at the rate of 8 per cent. per unnumbe paid to Shareholders, absorbing 24,000.00, that \$10,000.00 be written off Permanent Way and Concession (new line) Account, and that the Balance of \$1,833.80 be carried to a new Profit and Loss Account.

Mr. Simon A. Levy and Hon. Mr. Henry Keswick having resigned, Mr. C. S. Gubbay and Hon. Mr. C. H. Ross were invited to occupy the vacant seats on the Board. In accordance with Rule 73 of the Company's Articles of Association, Dr. J. W. Noble, Sir Hormusjee Mody, Hon. Mr. C. H. Ross, Mr. J Scott Hurston and Mr. C. S. Gubbay retire, but being eligible off-r themselves for re-election.

The Accounts have been audited by Messre. W. H. Potts and A. R. Lowe. Mr. Potts and Mr. Lowe offer themselves for re-election. HENRY HUMPHREYS,

Chairmon. Hongkong 15th May, 1911. 8 11,995.47 To Coals and Stores 3,426.07 To Charges ... 10,186.20 To Maintenance and Repairs ... o Rat s, Crown Rent and Fire In-To Salaries and Wages To Morigage Interest on R.B. Lot 80 To Allowance to General Managers to cover office Rent and Clerks' 6,000.00 To Directors' Fees \$2,500.00 To Remuneration to General Managers, 5 per cent, on gross earnings 5,003.25 7,503.25 32,819.32 To Balance \$100,065.08 By Traffic Receipts (after deducting loss on subsidiary coins) By Advertisement Rents ... 3v Rent Account \$100,065.08

BALANCE SHEET at 30th April, 1911. LIABILITIES Capital Account :-

75,000 shares of \$10 Less uncalled, 89 per share on 50.030

Unexpired season tickets Profit and loss account Profit and loss for the \$ 399,837.42

Permanent Way and Concession (now line) 48.95 .29 Per last Report...

Stations, Crown Leaseholds and Buildings (Inland Lots 1,317, 1,333, 1,334, 1,335, 1,353 and R. B. Lots 80 and 86), per last Report Add alterations, &c., since 35,981,29

Rolling Stock Office Furniture Coals and Stores in hand Sundry Debtors Cash in Hongkong and 890,163.63 Shanghai Bank ash and C'dores' Or-3,453.56 ders in haud 93,617.19

> John D. Humphbeys & Son, General Managers.

COMPANY DIVIDENDS.

The Directors of Linggi Plantations, Limited. have decided to recommend payment of a final dividend of 872 per cent., making a total of 2372 per cent. for the year 1910.

The Shanghai Mutual Telephone Co. pay a dividend of Tis, 4 share, and a bonus of Ti. 1 per share, and place Tls. 10,000 to equalisation of dividend fund.

The Directors of Weeks & Co., Ltd., Shanghai have decided to recommend to the General Meeting of Shareholders that the amount standing at the credit of Profit and Loss for the year ended 28th February, 1911, after having paid an interim dividend of 3 per cent. in December, should be disposed of as follows :---A final dividend of 6 per cent. per annum= \$24,000.00; Write off property additions account, \$1,808.39; Place to reserve account \$10.000.00; Carry forward to new account, \$11,106.38 -\$46,914.77.

INTIMATIONS

PAYS YOU TO BUY THIS

Whisky is good, so good that the demand for it is steadily and rapidly increasing-after all, that is the supreme test of quality. We want you to know its good qualities, and the only way is for you to try it. Next time order

It contains a Free Passage Coupon Scotland in every case.

Samples on Application:

RUTTONJEE & SON.

MERCHANTS.

GOLD

SILVER

WATCHES

\$96,957.58 FNGLISH,

SWISS

AND

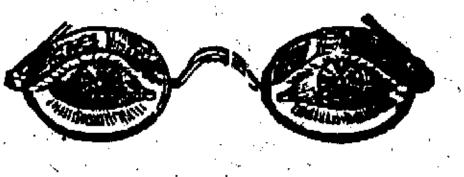
LLGIN

SUPERIOR

QUALITY MOVEMENTS

Chas. J. Gaupp

ALEXANDRA BUILDINGS.



WHY 60 TO

N. LAZARUS

FOR YOUR GLASSESP You will receive Fair Treat-

and Intelligent A Careful BECAUSE Examination

We have a Sound Optical Reason behind every Lens

OPTHALMIC OPTICIAN, CORNER OF D'AGUIIAR ST., HONGRONG.

NOTICE.

Communications respecting Advortisements Babscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day o publication. After that hour the supply is Limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

Telegraphic Address .: PRESS Codes: A.B.C. 5th Ed-Lieber's.

MEW ADVERTISEMENTS

EMPLOYMENT WANTED.

Capable CHINESE with a good working A knowledge of English desires employment. Satisfactory references as to character, &c. Apply-

Care of " Daily Press" Office. Hongkong, 17th May, 1911.

MACAO STAMPS

BOUT 30 Stamps in use, price about \$5.00 The Stamps may be had with or without the post mark. Cash with order; postage and registration paid by the buyers. L. M. DOS REMEDIOS. Macao, 17th May, 1911.

OYPHER JLTRA CODE TABLE

Giving 12 Figures

From C00 000 000 C00 to 999 999 999 999. Will enable you to save 50% on your cable

Inspection invited.

KELLY & WALSH, LTD. Hongkong, 17th May, 1911.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUE ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"E. FRANZ FERDINAND," having arrived, Consignees of Cargo are hereb informed that their Goods are being landed a their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. The Steamer brings Cargo from Venice ex s.s. "Metcovich," transhipped

at Trieste. Trieiste ex s.s. "Koerberg," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 25th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 9.30 A.M. No Fire Insurance has been effected, and any Goods remaining in the Godowns after th 25th inst. will be subject to reut. Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents. Princes' Building. Hongkong, 16th May, 1911.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

HE Steamship

"GNFISENAU" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowus of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Good-

have left the Godowns, and all goods remaining undelivered after the 22nd inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 22nd inst., at 9.30 A.M. All Claims must reach us before the 26th inst., or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned. Consiguees for Cargo ex s.s. "GDEBEN' (having sustained General Average), are informed that they will be required to sign an

Average Bond, which will be sent round for that purpose. NORDDEUTSCHER LLOYD,

MELCHERS & Co., General Agents. Hongkong, 16th May, 1911.

HONGKONG TRÁMWAY, CO., LTD.,

FORMERLY ELECTRIC TRACTION COMPANY OF HONGKONG, LIMITED.

TOTICE IS HEREBY GIVEN that A Share Certificate for 100 Shares of the above Company, Nos. 63082 to 63181, in the name of WO YUK CHO, is Declared to have been Mislaid, Lost or Destroyed, and that application has been made for a duplicate Certificate. Unless the Original Certificate or notice of objection to the issue of a duplicate, with the reasons for such objection, be lodged at this Office within 12 weeks from the date hereof, a duplicate Certificate will be issued.

> H. W. C. DERMER. Secretary.

19 St. Swithin's Lane, London, E.C.,

By Order,

9th February, 1911.

PUBLIC COMPANY

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong HOTEL, Hongkong, on SATURDAY, the 20th day of May, 1911, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 25th May, 1911, both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers. Hongkong, 11th May. 1911:

INTIMATIONS

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY of Carpenters, Caulkers, Platers, Plumbers, Painters, Scrapers, Shoemakers or Leatherworkers for the period of 12 months commencing 1st July next to H. M. NAVAL YARD. Forms of Tender can be obtained at the Chief Constructor's Office, H. M. NAVAL YARD, Hongkong, and when filled in should be

deposited in the Tender Box at the Main Gate of the Yard not later than Noon, THURS-DAY, 25th May, 1911. W. T. HOCKADAY,

Chief Constructor. H.M. NAVAL YARD, Hongkong, 11th May, 1911

NOTICE.

COMPRADORE REQUIRED. N European Firm requires a COMPRA-A DORE of good standing for its Canton Branch, Security \$100,000 at the least in Hongkong Property or cash. Apply in writing marked "COMPRADORE" to

DEACON, LOOKER & DEACON. 1. Des Voux Road, Hongkong. Hongkong, 25th March, 1911.

THE CHINESE ENGINEERING & MINING CO., LTD.

TOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINESE ENGINEER-ING and MINING Co., LTD., will be held at WINCHESTER HOUSE, Hall No. 174, Old Broad Street, in the City of London, on WEDNESDAY, the 17th day of May, 1911. at 12 o'clock Noon, for the purpose of considering and if thought lit passing a Resolution authorising the Directors to borrow or raise such further sums of money as they may think fit, but so that the amount borrowed or raised by the Company and then outstanding should not exceed three-fourths of the issued capital of the Company,

Dated the 31st day of March, 1911. By Order of the Board. ALFRED W. BERRY,

Secretary.

22. Austin Friars. London, E.C.

A limited number of the Circular Letter to Shareholders is in the hands of the Agent and can be had on application.

FOR SALE

FOR SALE.

TN SHAMEEN, British Concession, Canton, TWO VALUABLE GROUND LOTS. Middle Avenue. For Particulars, applyto-

HERBERT DENT & Co., Canton. Canton, 1st March, 1911.

FOR SALE.

TOURAL BUILDING LOTS Nos. 50 and 40 69, containing 72,430 and 18,770 square feet, respectively, and situated at the junction of Barker Road with Magazine Gap. Site prepared ready for building upon. For Partionlars, apply to-

E. D. KOTEWALL, Care of F. P. TALATI, Ice House Street.

Hongkong, 15th May, 1911.

HOTEL FOR SALE.

T Coast Port: as a going concern Proprietor retiring. For further Particulars apply to Care of "Daily Press" Office.

Hongkong, 5th May, 1911. FOR SALE OR TO LET.

66 TZ ENLIS," 76A, PEAK; SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn. 15 minutes' walk from Tr. m, 7 minutes by 'Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter.

THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 2nd February, 1911.

FOR SALE.

DEMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS,

LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

G. FENWICK & Co., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 6th June, 1906. [111-112 ENTERTAINMENT

ROYAL.

RETURN VISIT

DALLAS HENRY

AND HIS COMPANY.

FOLLIES."

(By Arrangement with H. G. PELISSIER).

WEDNESDAY, THURSDAY, FRIDAY

SATURDAY, MAY 17th, 18th, 19th and 20th, -Booking Plans now open at MOUTRIE'S.

NOTICES OF FIRMS

Hongkong, 16th May. 1911.

NOTICE.

HAVE This Day established myself as GENERAL MERCHANT AND COMMISSION AGENT at No. 15, Prince's Building, 2nd Floor, under the firm name of DE SOUSA & Co. E. V. M. R. DE SOUSA. Hongkong, 10th May, 1911.

IN Accordance with instructions from our Head Office, the name of our Firm has This Day been changed to THORESEN & Co. AAGAARD, THORESEN & Co. Hongkong, 15th May, 1911.

NOTICE.

NOTICE. NOTICE IS HEREBY GIVEN that the power so far held by Mr. J. EMIL-MEYER to Sign our Firm per Procuration has been withdrawn from This Date.

GARRELS, BOERNER & Co... Shanghai, Hongkong, Hankow, Hongkong, 12th May, 1911. NOTICE.

LA FEDERALE MARINE INSURANCE CO., LTD., ZURICH.

FITHE Undersigned beg to inform the Public L. that they have on the 9th inst. handed over the AGENCY of the above Company to MESSES. HEUSER, EBERIUS & Co., Duddell Street, who will continue to accept risks as usual at current rates. DADY BURJOR & Co.

BUTTER.

Hongkong, 10th May, 1911.

JUR "DAISY" BUTTER is the Finest Quality Table Butter Imported.

We Stock Three Other Brands at Prices to suit all.

DAIRY FARM CO., LTD.

GRACA & CO. PEDDER ST. (Hongkong Hotel Building), Dealers in OSTAGE STAMPS. VIEW POST Offices. Ground and First Floor. CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamu Catalogues for 1911, Pictures made of used Stomps, Note Papers and Envelopes with Hongkong Views.

Inspection Invited.

NOTHING BETTER FOR THE SEASONI JUST RECEIVED-EXENGLISH MAIL

YOU WILL FIND OUR RANGE INCOMPARABLE FOR QUALITY, STYLE AND PRICES.

NEW FASHION STYLE BATH-ING DRESSES AND CAPS. White Lace Striped Muslins, Printed Dress

Voiles. White Swiss Embroidered Muslins. Robe Muslius. White Embroidered Striped Dress Muslins, White Fancy Shirting, Mercerised Stripe Fancy Voiles, "The Elite" Stripe Dress Fabrice, &c., &c. LATEST STYLES LADIES' STOCKINGS :-Plain Finest Maco Lisle Black, Tan, High

Spliced and Double Soled. Plain Finest Side Silk Clox Lisle Black, Tan. Plain Silk Black Stockings.

Also Boys and Girls, Best Values. Hoosain-Ali & Co., No. 14, Queen's Road Central Hongkong, 1st May, 1911.

SINGON & Co.

TRON, Steel, Metal and Hardware Merchants. . Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandiers. Nos. 35 & 37. HING LOONG STREET (2nd St., west of Central Market). Telephone No. 515. ON SALE.

TONGKONG HANSARD REPORTS LEGISLATIVE COUNCIL for the Session 1910. REVISED BY THE MEMBERS. Price - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

TO LET

TO LET.

TIWO OFFICES on let Floor of Hotel hiensions. Apply to-

HENRY HUMPHREYS. Alexandra Buildings. Hongkong, 7th April, 1911.

TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Offic. No. 24, D'AGUILAR STREET (Suitable for Godown, Etc.), All of which are at present occupied by VIENNA CAPE & Co., LTD. For Particulars, Etc. Apply to- YEE SANG FAT, Same Address.

Hongkong, 24th February, 1911.

TO LET. CODOWN, No.54, DUDDELL STREET,

Apply to— THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st May, 1911.

TO LET.

FFICES on Ground and First Floor in Chater Road. Very central position. WOODLANDS VILLA, West, 2 Seymour Road, furnished. No. 18, BELILIUS TERRACE.

No. 9. BEACONSFIELD ARCADE The EYRIE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD, from 1st June, 1911. No. 57, PRAYA GRANDE, Macao. FOR SALE.—Ton CREST, at Peak, commanding a Magnificent View of the Harbour

and Adjacent Islands. Apply to- LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings: Hongkong, 10th May, 1911.

TO LET.

TATO. 4. ORMSBY VILLAS, Kowloon. Apply to-

SPANISH DOMINICAN PROCURATION. Hongkong, 22nd April, 1911.

TO LET. 🗘

MOUNTAIN VIEW (at present occupied by E. R. HALLIFAX, Esq.). From 1st May, 1911. 10, MOUNTAIN VIEW.

Apply-Care of " Daily Press" Office. Hongkong, 4th April, 1911.

TO LET.

MOP FLOOR, No. 6, Ice House Street suitable for Office and/or Dwelling purposes. A. B. AVASIA, No. 1, Duddell Street.

Hongkong, 15th May, 1911.

TO LET. TAIRST FLOOR of No. 4, DES VŒUX ROAD CENTRAL. GODOWNS in Masons Lane good for storage of Wines and other Articles, Rent moderate. SECOND FLOOR of No. 8A, DES VOUX ROAD, CENTRAL, newly completed, with Lift and Lavatories.

Apply to-DAVID SASSOON & Co., Ltd. Hongkong, 6th May, 1911.

MEVERAL CONVENIENTLY SITUATED ROOMS, suitable for

TO LET-NEAR CLOCK TOWER.

Post Office Box 418. Hongkong, 9th May, 1911.

TO LET.

ODOWN, No. 4, New Praya, Kennedy Town. THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 1st May, 1911.

TO LET.

TALATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. and COMMODIOUS SHOPS, Nathan Road, Kowlcon, Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sez Frontage. Especially suited for Storage of

Coal, Timber, &c. Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911.

TO LET.

U CHATER & MODY. Hongkong, 31st March, 1911,

ODOWNS, 95 and 96, Praya East.

TO LET. TO. 9, MACDONNELL ROAD, from 1st

No. 10, MACDONNELL ROAD. "CREGGAN," 39, The PEAK. OFFICES in King's Building, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to— THE HONGKONG LAND INVEST. on application. MENT & AGENCY CO., LD. Hongkong, 15th May, 1911.

AUCTION

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions to Sell for Account and Risk of the CONCERNED by PUBLIC AUCTION (Unless Previously Disposed of by Private

At their Offices, No. 7, Quai du Yang King Pang, French Concession, On TUESDAY, the 23rd inst., at 11 A.M. The Wreck of the Pacific Mail Steel Screw Steamer

"ASIA" (Late "Donic.") Reg. Net Tonnage 2,936; Gross Tonnage 4.680, Built in 1883; New Engines and Boilers 1895; Length 440' 9", Breadth 44' 2"; Depth 29' 3", as she now lies on Heachn Island, Taichu Group.

The Cargo and Merchandise now abourd willalso be offered for Sale at the same time and

TERMS OF SALE: Cash on fall of the Hammer, Vessel and/or Cargo to be at Purchaser's risk from the time of Sale. For further particulars apply to-HOPKINS, DUNN & Co., LTD., Shanghai,

The Auctioneers.

LING & CO...

Hongkong, 16th May, 1911.

19. QUEEN'S ROAD CENTRAL. FURNITURE AND PHOTO GOODS STORE.

Developing and Printing Undertaken. tiongkoog, 31st July, 1907

Photographic Goods of every Description

in Stock.

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$5,250,048 RESERVE FUND Gold #3,250,643 *** Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: 36 Bishopsgate. LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND, LD.

THE CAPITAL & COUNTIES BANK, LIMITAL. BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates: For 12 months 4 per cent. per annum For 6

For 3

GEORGE HOGG. Manager. No. 9, Queen's Road, Central

HONGKONG SAVINGS BANK, I'ME Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA. TION. Rules may be obtained on application.

Hongkorg, 21st February, 1911.

INTEREST on deposits is allowed at 34 per cent. Der annum. Depositors may transfer at their option balance \$100 or more to the Hongkong And SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shangha BANKING CORPORATION.

N. J. STABB. Chief Manager. Hongkong, 24th January, 1911. NTEDERLANDSCH-INDISCHE HANDELSBANK.

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,500 Reserve Fund Fl. 2,754,338,09 (£229,528)

HEAD OFFICE: AMSTERDAM.

(NETHERLANDS INDIA COMMERICAL BANK).

HEAD AGENCY: BATAVIA. LONDON BANKERS THE WILLIAMS DEACONS BANK, SWISS BANKVEBRIN.

BRANCHES AND AGENTS all over the THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-12 months 4% per annum.

C. WOLDRINGH, Manager, No. 16. Des Voeux Road Central. Hongkoug, 4th August, 1909. THE BANK OF TAIWAN, LIMITED

do.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER). Capital Subscribed (paid up) ... Yen 6,250,000

HEAD OFFICE: TAIPER, FORMORA. BRANCHES AND AGENCIES; Swatow Tainar Kobo Apping Tameui Nagueski Tokyo

Osaka

Shanghai

Foochow

HONGKONG OFFICE 3, DES VOUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had K. TSUDZURABARA, Mensger. Hongkong, 1st May, 1911.

Yokohama

BANKS

THE CHARTERED BANK OF INUL L AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000 Erserve Tund £1,625,0 C RESERVE LIABILITIES OF PROPERS.

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Dally balances. On Fixed Deposits for 12 months 4 per cent. " for 6 for 3

Hongkong, 2nd May, 1911. DEUTSCH-ASIATISCHE BANK.

WM. DICKSON,

Manager.

CAPITAL FULLY PAID UP...Sh. Taele 7,500,000 HEAD OFFICE-SHANGRAI. BOARD OF DIRECTORS, JERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau. Kobe, Yokohama, Singapore,

Founded by the following Banks and

Bankers:---Konnigliche Seehandlung (Preussisch) STAATSBANK) Berlin. DIRECTION DER DISCONTO-GREELESCHAFT DEUTSCHE BANK S. BLEICHROEDER BERLINER HANDELS.

GESELLSCHAFT

Berlin. BANK FUER HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. Mendelssohn & Co. M. A. VON ROTHSCHILD & Frankfurt a M. SORHNE JACOB S. H. STERN NORDDEUTSCHE BANKIN HANBURG, Hamburg

SAL. OPPENHEIM, JR., & Co., Koeln.

BANK, MUNNCHON. LONDON BANKERS: Messrs. N. M. Rothschild & Son: THE UNION OF LONDON AND SMITH'S. BANK, LIMITUD, DEUTSCHE BANK (BERLIN), LONDON AGENOT

BAYERISCHE HYPOTHEREN UND WECHEEL

DIRECTION DEE DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account CEPOSITS received on terms which may learned on application. Every description Banking and exchange business transacted, R. TIMMERSCHEIDT

Manager.

Acting Manager,

MERCANTILE BANK OF INDIA, LIMITED. AUTHORISHIT CAPITAL ... £1,500,000 Subscribed

Hongkong, 16th January, 1911.

PAID-UP

RESERVE FUND BANKHER: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent, per annum on the

-

Daily balance. ON FIXED DEPOSITS: For 12 months ... For 33 per cent. ... 25 per cent. F. C. MACDONALD,

Hongkong, 29th April, 1911.

TOKOHAMA SPECIE LIMITED. CAPITAL PAID-UP Yen 24,000,000

RESERVE FUND 16,850,000 Date ... 13th March, 1911. HEAD OFFICE-YOROHAMA.

BEANCHES AND AGENCIES. Lokyo Osaka San Francisco Lyons Nagasaki New York Shanghai Honolula Bom bay Tiontsin Hankow Newchwang Peking Lioyang Antung Port Arthur Tieling Chiang Chun Mukden

Hongkong-Internet Allowed. On Current Account at the rate of 2 remcont per annum on the daily balance. On fixed deposits for 12 months 4 % per annur

Hongkong, 13th March, 1911. TONGKONG AND SHANGEAL BANKING CORPORATION. PAID-UP CAPITAL

TAKEO TAKAMICHL

Manager.

£1,500,000 at 2/-=\$15,000,000 SILVER \$31,250,00C

RESERVE LIABILITY OF PROP'TORS \$15,000,000

BESERVE FUNDS:-

STERLING

COURT OF DIRECTORS. Hon. Mr. HENRY KESWICK.—Chairman. G. H. MEDHURST, Esq.—Deputy Chairman F. H. Armstrong, Esq. | C. R. Lenzmann, Esq. G. Balloch, Esq. F. Lieb, Esq. Andrew Forbes, Esq. E. Shellim, Esq. G. Friesland, Esq. H. A. Siebs, Enq. C. S. Gubbay, Esq.

CHIEF MANAGER: Hongkong-N. J. STARR.

MANAGHE: Shanghai-H. E. R. HUNTER. LONDON BANKERS: LONDON COUNTY AND WESTMINSTER

BANK, LIMITED,

HONGKONG-INTERNET ALLOWED. On Current Account at the rate of Two per cont. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 22 per cent, per Annum. For 6 months, 32 per cent. per Annum. For 12 months, 4 per cent. per Annum.

N. J. STABB. Chief Manager Hongkong, 2nd May, 1911

FIGHE H.A.L. Chartered Steamship

Captain Scharlow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-kazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

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they cannot be recognized. No Chains will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 19th just will be subject All broken, chafed, and damaged goods must be left in the Godowns, where they will be

examined on the 18th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever HAMBURG-AMERIKA LINIE,

Hougkong Office. Hongkong, 13th May, 1911.

· SHIRE! LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

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THE Steamship

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Hongkong, 13th May, 1911

FROM EUROPE.

THE H.A.L. Steamship

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This Steamer brings on Cargo: Ex 8.8 "Guadiana" from Setubal.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 15th May, 1911.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

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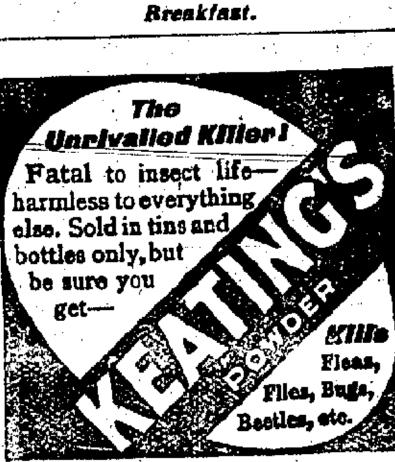
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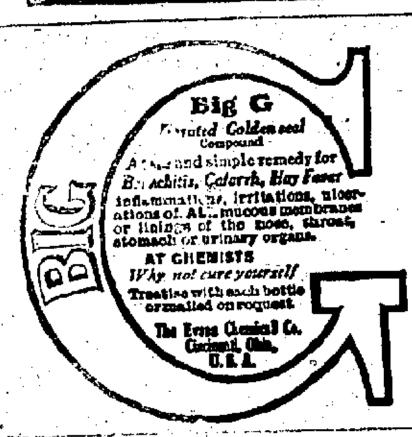
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WOMAN'S VANISHED

BY OLIVE SCHERINER.

Whatever the result of the chan-es of modern civilisation may be with regard to the male, he certainly cannot complain that they have as a whole robbed him of his fields of labour, diminished his share in the conduct of life, or reduced him to a condition of morbid l inactivity.

In our woman's field of labour matters have tended to shape themselves wholly otherwise! The changes which have taken place during the last centuries, and which we sum up under the compendious term "modern civilisation," have tended to rob woman, not norely in part but almost wholly, of the more valuable of her ancient domains of productive and social labour; and, where there has not been determined and conscious resistance on her part have nowhere spontaneously tended to open out to her new and compensatory fields.

"Woman's Labour Problem." Our spinning wheels are all broken; in a thousand buge buildings steam-driven looms guided by a few hundred thousands of hands (often these of men), produce the clothings of half | these few well-born and well-instructed is the the world; and we dare no longer say, proudly, as of old, that we and we alone clothe our peoples. long ago, when the ploughman and the miller | missible only to those who have shown their took our place; but for a time we kept fast power rightly to train and provide for their possession of the kneading-trough and offspring, than a labour which in itself, and the brewing vat. To-day steam often under whatever conditions performed, is benefishapes our bread, and the loaves are set cial to society. down at our very door-it may be by a mandriven motor-car! The history of our household drinks we know no longer: we merely see them set before us at our tables. Day by day machine-prepared and factory produced viands take a larger and larger place in the dietary of rich and poor, till the working man's wife places before her household little that is of her own preparation: while among the wealthier classes, so far has domestic change gone that men are not unfrequently found labouring in our houses and kitchens, and even standing

pare the viands for her household, has become, in proportion as civilisation has perfected itself, an antiquated lie. Even the minor domestic operations are tending to pass out of the circle of woman's labour. In modern cities our carpets are beaten, our windows cleaned, our floors polished, by machinery, or extra domestic, and often male labour. Year by year, day by day, there is a silently working but determined tendency for the sphere of woman's domestic labour to contract itself; and the contraction is marked exactly in proportion as that complex condition which we term "modern civilisation"

behind our chairs ready to do all but actually

place the morsels of food between our feminine

ips. In every direction the ancient saw, that

it was exclusively the woman's sphere to pre-

is advanced. It manifests itself more in England and America than in Italy and Spain, more in great cities than in country places, more among the wealthier classes than the poorer, and is an unfailing indication of advancing modern civilisation.

But it is not only, nor even mainly, in the sphere of women's material domestic labours that change has touched her and shrunk her ancient field of labour.

Time was when the woman kept her children about her knees till adult years were reached. Hers was the training and influence which shaped them. From the moment when the infant first lay on her breast, till her daughters left lier for marriage and her sons went to take shares in man's labour, they were continually under the mother's influence. To-day, so complex have become even the technical and simpler branches of education, so mighty and inexorable are the demands which modern civilisation makes for do not even demand that society shall immedispecialised instruction and training for all individuals who are to survive and retain their may be again a child-bearer (deep and usefulness under modern conditions, that, from the earliest years of its life, the child is of necessity largely removed from the hands of the mother, and placed in those of the specialised instructor. So marked has this change in woman's ancient field of labour become that a woman of almost any class may have borne many children and yet in early middle age be found sitting alone in an empty house, all her offspring goue. from her to receive training and instruction at the hands of others. The ancient-statement that the training and education of her offspring is exclusively the duty of the mother, however true it may have been with regard to a remote past, has become an absolute mis-statement; and the woman who should at the present day insist on entirely educating her own effspring would, in nine cases out of ten, inflict an irreparable injury on them, because she is incompetent.

But, if possible, yet more deeply and radically have the changes of modern civilisation touched our ancient field of labour in another direction -in that very portion of the field of human labour which is peculiarly and organically ours, and which can never be wholly taken from us. Here the shrinkage has been larger than in any other direction, and touches us women more

Time was, and still is among almost a primitive and savage, folk, when the first and all-important duty of the female to her society was to bear to bear much, and to bear unceasingly! On her adequate and persistent per formance of this passive form of labour, and on her successful feeding of her young from her own breast and rearing it, depended not merely the welfare but often the very existence of her tribe or nation. Where, as is the case among almost all barbarous peoples, the rate of infant mortality is high; where the unceasing casualties resulting from war, the chase, and acts of personal violence tend continually to reduce the number of adult males; where surgical knowlege being still in its infancy, most pestilence and famine, unfailing if of irregular recurrence, decimate the people, it has been oreative power to its very uttermost limits if and die out; "May thy wife's womb never cease from bearing" is still to-day highest expression of goodwill on the part of a native African chief to his departing guest. Incessant and persistent child-bearing is the highest duty and the most socially esteemed occupation of the primitive woman, equalling fully in social importance the labour of the man as hunter and warrior.

Even under those conditions of civilisation which have existed in the centuries which divide primitive savagery from high civilisation the demand for continuous, unbroken childbearing on the part of the woman as her loftiest social duty has generally been hardly less imperious. Twenty men had to be born, fed at the breast, and reared by women to perform the crude brute labour which is performed to-day by one small well adjusted steam crane; and the demand for large masses of human creatures as mere reservoirs of motor force for accomplishing the simplest processes was imperative. So strong

[An abridgement of part of the first chapter of Woman and Labour. Published by T. Fisher | form Unwin

indeed, was the consciousness of the importance to society of continuous child-bearing on the part of woman, that as late as the middle of the sixteenth century Martin Luther wrote: "If a woman becomes weary or at last dead from bearing, that matters not;" and he doubtless gave expression, in a crude and somewhat brutal form, to a conviction common to the bulk of his

contemporaries both male and female. To-day this condition has almost completely reversed itself. The advance of science and the amelioration of the physical conditions of life tend rapidly toward a diminution of human mortality, while yet more seriously has the demand for woman's labour as child-bearer been diminished by change in another direction.

Every mechanical invention which lessens the necessity for rough, untrained, muscular, human labour diminishes also the social demand upon woman as the producer in large masses of such labourers. Already throughout the modern civilised world we have reached a point at which the social demand is not merely for human creatures in bulk for use as beasts of bur-It is this fact that constitutes our modern | den, but, rather, and only, for such human creatures as shall be so trained and cultured as to be fitted for the performance of the more complex duties of modern life. Not, now, merely for many men, but rather for few men, and modern demand. It is cortain that the time is now rapidly approaching when child-bearing Our hoes and our grindstones passed from us | will be regarded rather as a lofty privilege, per-

Thus it has come to pass that vest numbers of us are, by modern social conditions, prohibited from child-bearing at all; and that even those among us who are child-bearers are required, in proportion as the class or race to which we belong stands high in the scale of civilisation, to produce in most cases a imited number of offspring; so that even for those of us, child-bearing and suckling, instead of filling the entire circle of female life from the first appearance of puberty to the end of middle age, becomes an episcdal occupation, employing from three or four to ten or twenty of the three-scoreand-ten-years which are allotted to human life. In such societies the statement (so profoundly true when made with regard most savage societies, and even largely true with regard to those in the intermediate stages of civilisation) that the main and continuous occupation of all women from puberty to age is the bearing and suckling of children, and that this occupation must fully satisfy all her needs for social labour and activity, becomes an

antiquated and namitigated mis-statement. Looking round, then, with the utmost impartiality we can command on the entire field of woman's ancient and traditional labours, we find that fully three-fourths of it have shrunk away for ever, and that the remaining fourth still

tends to shrink. It is this great fact, so often and so completely overlooked, which lies as the propelling force behind that vast and restless "Woman's Movement" which marks our day. It is this fact, whether clearly and intellectually grasped, or, as is more often the case, vaguely and painfully felt, which awakes in the hearts of the ablest modern Eurpean women their passionate, and at times it would seem almost incoherent, cry for new forms of labour and new

fields for the exercise of their powers. Thrown into strict logical form our demand is this: We do not ask that the wheels of time should reverse themselves, or the stream of life roll backward. We do not ask that our ancient spinning-wheels be again resuscitated and placed our hands; we do not demand that our old grindstones and hoss be returned to us, or that man should again betake himself entirely to his ancient province of war and the chase, leaving to us all domestic and civil labour. We ately so reconstruct itself that every woman over-mastering as lies the hunger of motherhood in every virile woman's heart!); neither do we demand that the children whom we bear shall again be put exclusively into our hands to train. This we know, cannot be. The past material conditions of life have gone for ever no will of man can recall them; but this our demand: We demand that strange new world, that is arising slike upon the man and the woman, where nothing is as it was and all things are assuming new shapes and relations, that in this new world we also shall have our share of honoured and socially useful human toil, our full half of the labour of the Children of Woman. We demand nothing more than this, and we will take nothing less. This is our "Woman's Right!"

THREE MEN IN A BOAT. THE TALE OF AN ADVENTUROUS VOYAGE

TO BATAVIA.

Open boat adventures in these seas are not of common occurrence, or, if they are, they seldom reach the stage of newspaper publicity. It is therefore with some interest that we relate the following :-- Mr. A. van der Poorten, a gentleman who owns property on the south coast of Java, recently brought out from England a 30 foot motor boat for service on the concession and essayed to take the small craft down to Batavia under its own power. It has an 18 h.p. engine. The party, consisting of the owner, an engineer friend and native seaman, weighed anchor from Singapore one fine morning some weeks back, when all was calm and bright; so much so that at five o'clock the next morning. the boat had gone 104 miles, right beyond Rhio. Then came the catestrophe-the engine jibbed and no amount of physical or any other sort of persuasion would make it do another revolution. A small lug-sail was therefore hoisted, and some slow progress was made to the nearest land wounds are fatal; where, above all, recurrent which appeared most likely to afford succour with, perhaps, the possibility of a tow by a passing steamer. After a painfully slow trip all-important that woman should employ her the land was reached, but no help was forththe race were not at once to dwindle under sail. The fates were not kind, however, for the little craft was carried this way and that by currents: at one spot the boat was carried into breakers on a rock-bound coast and the crew had a hard job to keep her from getting stove in. Eventually, the party got into touch with a Dutch Government official who towed them with his launch to where they were able to get a small Chinese steamer for Singapore and they duly reached this port with their boat-and with a considerable quantity of experience. They were away altogether three weeks, and though none of them suffered from the trip, they are not keen on making a second attempt. For this reason, the craft will be shipped down to Batavia on Saturday next by a Datch steamer.—Straits Times.

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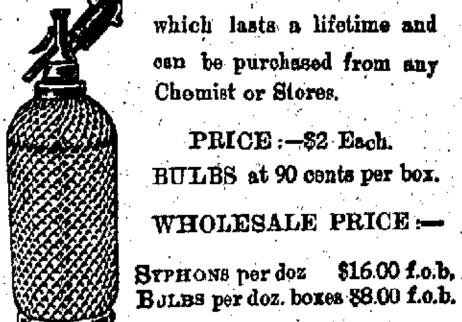
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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i h.p., Comdr. A. Lowndes, Weihniwei. Astrees, 2nd class craiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle,

Atlas, admiralty tug, 615 tons, 1,400 i.h.p.,
Master S. West, Hongkong.
Bramble, gunboat 710 tons, 900 i.h.p. Liout.
Comdr. B. G. Washington, Hongkong.
Britomart, gunboat, 710 tons, 900 h.p., Liout.
Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lynes, Shanghai, Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400,, Comdr. H. R. Vesle, Shanghai, Fame, torpedo-boat destroyer, 340 tons, 6 gans, 5,700 i.h.p., Lt. Comdr. H. S. Monroe,

Weihaiwei Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Weihaiwei. Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stop-

Aart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., L.t.-Comdr. Hon. Guy Stopford Janus, torpede-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M., B. R. Blackwood

ford, Hongkong,

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, croising, Kinsha, river gunbeat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangteze. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, ornising.

Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B. C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000, Capt. G. C. Cayley, Shanghai. Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O.

Weihaiwei. Moorhen, river gunboat, 180 tons, 2 guns Lieut.-Co cr G. P. Leith, West River. Newcastle, 2nd class cruiser, 4, 00 tons, turbine, Captain George P. E. Hunt, D.S.O.

Weihaiwei. Nightingale, river ganboat, 35 tons, 240 h.r. Lt. Comdr. Claule Hillersden-Woodward R.N., Yangtaza. Otter, torpede-boat destroyer, 385 tons, 6 guns 6,300 i.h.p., Comdr. Lambe, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt. Comdr. Cosmo A. O. Douglas, West Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby. West River.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p. Lt.-Comdr. Maurice B. Leslie, Yangtere. Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hong-

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut. Comdr. R. J. Buchanan, Yangtsze. Thistle, gunboat, 710 tons, 900 h.p., Lieut, Comdr. M. B. Baillie-Hamilton, Shanghai Virago, torpedo-boat destroyer, 395 tons, 6 guns

6,300 i.h.p., Lieut. Comdr. Harold D. Adair Hall, Weihaiwei. Waterwitch, surveying ship, 620 tons, 450 i.h.; Lieut. Condr. R. L. Hancock, Hongkong. Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Weihaiwei.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Lt. Comdr. M. H. Wilding, Yangtze, Woodcock, gunboat, 150 tons, 2 guns, 550 h. Lieut.-Comdr. B. R. Brooke, Yangteze. Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. G. F. A. Mulock, Yaugtsze.

Kaiserin Elisabeth, Austrian protected cruiser 4,000, Fregattenkepitan Oskar Hansa. Northern Waters Panther, third class cruiser, 1,530 tone, Fre. gatienkapitan, Theodor Skerl Edl. von Schmidtheim

AUSTRIAM.

Acheron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class orniser, 4,320 tons, 22 guns 5,100 h.p., Commander Fournier, H'kong Alouette, gunboat, 508 tone, 7 guns, 401 h.p. Commander Badin, Saigon

Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Ligut Audonard. Baionnette, gunboat. Cimeterre, gunboat, 140 tons, Reserve, Saigon Caronalde,gunboat, 184 tons, Reserve, Saigon

Décidée, gunbost, 630 tons, 10 guns, 900 h.p. Lieut, de Linarès, Shaughai Dupleix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p. Desaix, armoured craiser, 7,57 8 tons, 26 guns,

17,000 h.p. D'Therville, gunboat Estoc, gunboat, 141 tons, Reserve, Haiphong Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut Combet, Saigon

Fronde, destroyer, 300 tons, 7 gans, 6,300 h.p. Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marrs, Saigon Montoalm, armoured cruiser, (flagship) 9,367 tons, 36 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-in-

Manche, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot de la Tonche, Saigon Mouquet, destroyer, 300 tons, 7 guns, 6,300

b.p., Commander de la Roche Kerandraon, Olry, river gunboat, 170 tons, 6 gans, 500 b.p. Lieut. de Maindreville, Upper Yangtse Seiho, river gunboat, 130 tons, 4 guns, 280 h.p. Lieut. Puech, Tongku

Perle, sub-marine, 70 tons, 60 h.p., Lieut. Mon-Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p. Commander Mortenol, Hongay, Protée, sub-marine, 70 tons, 60 h.p., Lieut Morris, Saigon

Redontable, battleship (reserve), 9,330 tons 87 guns, 6,200 h.p., Capt. Drouet, Saigon Styx, armoured gunboat, 1,800 tons, 8 guns 1,600 h.p., Lieut. Seriot, Saigon. Takou, destroyer, 280 tons, 6 guns 6,500 h.p., In Reserve, Saigon Vauban, torpedo-depot, Commander Mortanol.

Нопсау Vétéran, torpedo-depot, Lieut. Bihel. Saint-Jacques Vigilante, river gunboat, 180 tons, 6 guns, 7 k.p. Lieut. Dumonlin, Siking

Arcons, erniser, 2,719 tons, Captain von Hipper Iltis, ganboot, 1,000 tons, 10 guns, Captain Lans

GERMAN.

Jaguar, gunboat, 200 tons, 10 guns, 1,300 h.p. Wilmington, gunboat, 1 800. Comdr. G. Captain Graf von Posadowsky-Webner Leipzig, cruiser, Captain Engel

STRAITS SETTLEMENTS

		Singapore		1_		-	w, May, 4.
or value each are £1. Calls id up are:—	Malayan Companies	de Co.'s Prices	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s	Divadenda
		April 5		para up ato.		Prices, April 5	- ATTRIBUTE
15/ paid	Alor-Pongsu	<u> </u>	*****	fy. paid	Mala-is O. II		
/ fy. ,	Angle-Johore Angle-Malay	1,4.10		2/ fy	Malacca Ordinary Merlimau	9.7.6 6/-	74199E
17/6 ,	Bakap	Airento	75% 10	fy. "	Merton Syndicate		141019
fy. "	Banteng Batu Caves	1,000	5% 710		Narhorough Vet	1.150	14144
y , ,	Batu Kawan	16.0.0	105% 10	14/ ;; -	North Hummock	•	15% '10
15/ , }			111144	2/ fy. " fv. "	Padang Jawa	4/3	*****
(y, n	Batu Tiga Beranang Selangor	5.2.6	10% 10	2/ fy. ,,	Pataling		2809/ /20
15/ ,,	Bernam Perak		3% ′09	fy. ,	Pelepah (Johore)	•	352% '10
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12/6 , }	Bidor		*****	12/6 ,,	Prye		10% - '39
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fy. "	Bukit Cloh		****	fy. "	Rim	. 10/- pm	*****
15/ ,	Bukit Kajang	3.0.3	6 <u>3</u> % '10	2/sfy. "	R. Est. of Krian		*****
fy. , Options	Bukit Mertajam	4/-	4147.00	fy. "	R. of Johore	12.10.0	*****
fy. paid	Bukit Rajah	15.10.0	80% '10	aliy. "	Deaneid	l aron l	50% 10 15% 10
fy. "	Bukit Selangors Castlefield		4)1644	2/ fy. £1 fy. "	Selangor Seletar Rubber	3.2.6	225% 10
8/ "		6.12.0	7 ₹ 10	15/	Sempah		****
fy. ,,	Chankat Salak R. and Tin.		*****	16/ ,,	Sendayan	1.17.6pm	701948
fy. 6/	Chersonese Cheviot	4,6	******	ly. ",	Seremban Serangoon	4123	15% '10
1/8 ,, -	Chota Rubber		*****	fy. "	Shelford	2170	37% 1)
fy.	Cicely Ordinary Preferred	2.5.0	J50% '10	2/, 1/ ,,	Singapore Page		141040
fy. ,,	Consol, Malay	2.5.0 1.4.7½	1531% '10 76% '10	a	Straits (Bertam)	. 6/- . 8/-	121% 10 71% 10
fy.	Damansara	7.10.9	50%	1 1 1 1	Strathmore R		1976 10
fy. "	Dennistown Eubh. Selangor	1.11	******	fy	Sungei Bahru Sungei Choh	5.0.0	*****
fy.	red. Selangor	13/-	30% '10 90% '10		Sungei Kapar	14/11	25% 40
1/6 15/	Gna Kee R. Est. Garing (Malacca)		*****	12/6	Sungei Kruit Sungei Liang	1	****
fy.	Golconda	5.5.0	25% '10	fy. "	Sungei Salak	4.17.6	*****
fy. " fy. "	Golden Hope	5.15.0	25% '10 40% '10	15	Sungei Way	6.6.9	30% 10
fy. "	Gula-Kalumpong H. and Lowlands	5.100	nag/	iy. ", \	Tangkah	re in the second	F444.00,
fy. "	Inch Kennoth	5.12.9 14.0.0	30% '10 25% '10		Third Mile	··	****
15/ 10/	Johore Para Johore R. Lands		414144	15/ "	Tremelbye Utd. San Betong		10% 10
2/6 ",	Jong-Landor			2/ ty. "	Val d'Or Est.	<u>'</u>	*****
fy. ,,	Jugra (Ordinav)		25% 10	2/ fy.	Vallambrosa	. 1.18.0	75% 10
fy.	Juru Estates K'pong Kuantan		*****		Trust and Finance		
1/ ,	Kamuning "A"	5/8 pm	15% 10		Companies:		
fy. "	Do. "B" Kapar Para	7/8	***	5/ paid	Anglo-Straits R. T		
fy. ",	Kellas	9.9.6	20% '10	10/ ,, }	Eastern Internat, Trust		
ry. 7/8	Kepong Killinghall		7 <u>1</u> % 10	Options 5 5/ paid	Mid-East Invest	. 44	20% × 30
fy. ",	Kinta Kellas		*****	10/)		Control of the contro	
iy. "	Klanang	· · · .	33}% '10	Options }	Rubber Plants, Inves. Trus	7	71%
1/ "	Klian-Kellas Kota Tinggi	040	*****	15/ parti	R. Share Trust Strait, M. & Trust	Section 1	**************************************
tol "	Khota Tampan	2/10	****				
fy, "J 16/	Krubong				India, Ceylon, Borneo, Java and Sumatra.		7.7
y ",	Kuala Klang		20% '10				
y. "	Kuala Lumpur	8.6.6	75% '10	fy. paid fy.	Anglo-Java		
V	Kuala Pahi Kuala Selangor		5% '10	fy. ,,	Asahan (Sumatra Bangawan R.		*****
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Y. " }	Lanadron	•	12½% '10	- 5/ "	Central Sumatra Indian Peninsula)
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3/ ,, y ,,	Lumut Est. Madingley Est.	Nom.		2/ fy. "	Pontianak Sumatra Para		
i 5. " -	Malacca 75% Cum. Partici-	Ţ.		10/ "	Sumatra Props.	12/-	381% '10
I :.	pating Pref	10 10,0	10 '09	2/ fy. "	United Serdang Utd. Sumatra		10% '10
			. 561	Zi ly.	vui. Oumatia 💢 🦹	9/101	20% 10

Captain Bölken Scharnhorst armoured cruiser (flagship) 11,420 tons, 52 guns, 25,000 h.p., Kapitan Zur See Mass

Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 b.p., Kommandant Kolbe (Hans) Bestram Torpedo boat "Sgo," Kapitan Leut, Heyden Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss

Tsingtau, gunboat, 170 tons, 5 guns, 1,300 h.p. Captain Ross Vaterland, gamboat, - tons, 3 guns, 500 h.p. Captain Toussaint Italian, Calabria, protected-cruiser, 2,428, tons, 26 guns-

4,000 h.p., Capitano Maris Casannova di Puglia, propected cruiser, 2,498 tons, 26 guns, 7,000 h.p., Capitano Gusani Viyconti Mar. chese Lorenzo

PORTUGÚBSE Patria, gunboat, 700 tons, Captain J. Affrezo Reinha D. Amelia, orniser, 1,600, tons, Captain Vasco da Gama, cruiser, 3,032,

Augusto Jose da Almeida UNITED STATES. Albany, cruiser, 3,000 tons, C. S. Williams. Arayat, gunboat, Lieut.-Comdr. Matt H

Bainbridge, destroyer, 7 guns and 2 torpedo with strong N.E. gale and rough sea. tubes Ensign Lloyd W. Townsend Barry, destroyer, 420 tons, Ens. Edmund 8.

Callao, gunboat, 243 tons, Ens. J. R. Murgisson Cleveland, cruiser, 3,200 tons, Commander Hugh Rodman, Shanghai Charleston, battleship (flagship), 9,700, tons 58 gans, 21,000 h.p., Comdr. John H

Gibbins Shanghai Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai Chauseey, destroyer, 420 tons, Ens. I N McNair. Dale, destroyer, 420 tons, Lieut. Herbert H Denver, cruiser, 3,200 tons, Comdr. Edward E Cagehart, Shanghai Galveston, cruiser, 3,200 tons, Commander John A. Hoogewerff, Manila

Helens gunbost, 1,392 tons, Comdr. Reuben O. Bitler, Shanghai Mindero, gunboat, Lieut, George M. Baum Mohican (station ship), Commander G. R. Halisbury Monterey, monitor, 4,000 tons, Lt. D. W. Todd Nanshan, transport, 1,577 tons, W.D. Pardeaux

New Orleans, orniser, 3,430 tons, Comdr. Boger Welles New York, cruiser (flagship), Comdr. J. P. Paraguay, gunboat, Ensign Roy L. Lowman Pennsylvania, armoured oruiser, 13,680 tons

Capt. A. Ward Pompey, collier, 1,600 tons, James D. Linett, Porpoise, 125 tons, 160 h.p., Ens. Kenne Whiting Rainbow, orniser, 6.026 tons Comdr. A. C. Samar, gunboat, Ensign W. C. I. Stiles Shark, 125 tons, 160 h p. Ensign Theodore G

Villalobos, gunbost, 370 tons, Lt. A. Andrews Sailabury Hongkong

COLEMAN'S WINCARNIS, GREATEST TONIC

WHAT IT has done for OTHERS it will DO FOR YOU . Its refreshing and exhiberating effects are a revelation to those who have never tried it before: "WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

THE WORLD.

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SHIPPING REPORTS. The British str. Loongsang reports: Smooth sea, light variable winds, rain towards coast The Chinese str. Kwanglee reports: Dense fog for two days in the Yangtsze King; overcast with N.E. winds all the rest of the way.

CONTROL MEDICAL

STEAMERS PASSED THE CANAL,

April 21st-Antenor, Canton, Konang Si. Poona. 25th-Benledi, Sateuma, Soyo Maru, Christian, Nebe, Gneisenau, Neckar. 28th-Suruga, Tonkin. May 2nd-Achilles, Denbighehire, Nore. 5th-Ajax, Astyanax, Nubia, Palawan, Peiho, Siam, Slavonia, Stentor, Preussen, Buffalo. 9th-Benvorlich, Karonga, Oanfa, Peiho. 12th-Ernest Simons, Ghazee, Jeserio, Kleist, Prins Eitel Friedrich, Tango Maru, Teenkai, Arcadia. ARRIVALS AT HOME.

May 12th - Perseus, Polynesien,

CHILDREN OF FAR CATHAY A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST. By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Custom Service, Author of "The Mystic Flowery Land," etc.). THE VOLUME which consists of 146

Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the bettle of Kweilin, is dedicated to Sir Robert Hart, G.C.M.G., and Dr. A

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold. Weather

To be obtained from Messrs. KELLY & WALSE LTD., Messrs. Brawne & Co., or from the Printers and Publishers, the "Hongkong DAILY PRESS" Office.

HONGKONG TIDE TABLE. From May 17th to 23rd, 1911.

*	Hig	н Water		Low W	ATER.
Days of Week.	Days of Month	H'kong Mean Time.	Height,	H'kong Mean Time.	Height,
Wed.	17	h. m. m 1 0	it. in.	n 4 3	ft. in.,
Thurs.	18	m 10 34 noinferior m 10 59		!	water.
Fei.	19	noinferior	6 6 high- 6 4	7 41 a nor low- 8 44 a	water.
Bat.		noinferior Q 20 a	high-	nor low-	water.
Sun.	-	noinferior 1 40 a	high-	nor low- 10 43 a	water.
Mon.	٠, ١	noinferior 3 30 a	high-	nor low- 11 28 a	water.
Tues.	23	m 6 26 4 56 a	4 8	m 11 33	3 Š

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 16th. Previous On Date On Date at 4 p.m. 10 s.m. 4 pm. Barometer 29.86 29,96 29,86 Temperature 69 Hamidity Wind Direction ... Forceti

Highest open air Temperature on 15th...77 Lowest open air Temperature on 15th, 71

Mr. P. H. Klimanek

MacIntvre

Mr. V. d'Oettingel

Mr L. E. Pinkham

Mr H. T Webster

Mr E. Wellmann

Mr G. Wehrs

Mr F. Sorksen

Capt. and ire. A. H

Mr J. C. Ogden

Mr J. B. Picton

"r A. Porter

Mr. C. C Potts

AUSTRALIA'S PLANS.

with Admiral Sir Reginald Henderson, who and a moderate rise has taken place also, over has recently returned to Englaid from Australia on the conclusion of his mission to prepare an Australian naval defence schome. Speaking of his mission to Australia, the with my visit, and much impressed by the feelings of intense loyalty which existed. The task I had before me was big one, relating, as it did, to Imperial defence which must necessarily mean a combination of interests. If the Commonwealth carries out my scheme in its entirety, a very strong force willbe available, a force which will prove a great asset in Imperial defence. As to the general reception | Hongkong & Neighbourhood...(*) of my report in Australia I am unable to form an opinion, as the details were only known on the day of my departure, but, so far as I could judge | South coast of China between | Same as No. 1. with whom I came in contact appeared to be plens

ed with the scheme, and, judging the newspaper comments I saw, the Press was not unfavourable. In preparing my report I had to start from the basis of the safety of Australia and the welfare of the Empire. These were the main questions involved, and in my capacity as a naval man I had nothing to do with political considerations of any sort or kind. The great object. I have tried to achieve is that Australia, hitherto dependent on the British Navy, should in future be in a position to defend herself, and by so doing bear her share of the Imperial burden. I hold that an enemy threatening any part of the | tor Empire is an enemy to Australia, thus strongly emphasising the paramount necessity of combining with the Imperial Navy in time of war, for if our command of the sea is threatened, then Australia, or any other part of the Empire, is mensoed, and is liable to be drawn into the struggle.

OBJECTS OF COLONIAL NAVY. The primary object of an Australian Navy therefore should be immediate support of the Fund, which was founded on the initiative of rest of the Empire's navel force in fact, Imperial neval combination to maintain and fight for, if ever thretened, the command of the sea, while the secondary object of Commonwealth naval defence should be to defend Australian coasts, and protect ports and shipping from raids and incursions. If the scheme I have prepared is carried out these objects will, I believe, be accomplished. I have already expressed the opinion that the time has arrived for all parts of the Empire to combine. As regards control of the various naval units. I regard unity of control as essential, and I believe that Australia. although she may retain control of her Navy in | and in that respect he must be regarded as the times of peace, would in time of war place her founder of experimental cancer investigation in fleet under the Admiralty,

Asked regarding the new situation in the Pacific, Admiral Henderson replied: would appear to trench upon political cousiderations, into a discussion of which I must decline to be drawn, but there can be no doubt that the creation of an Australian navy must result in a reconsideration of the whole navai problem in the East.

A GIGANTIC PROJECT. . Referring to the main heads of his project, Admiral Henderson said : The complete scheme covers a period of twenty-two years, and is based upon the population and comm of the Commonwealth in comparison with the rest of the Empire. It provides for a float of fifty-two vessels, costing about £23,000,000, a personnel of some 15,000 men, an expanditure of £17,000,000 on docks and stores, the grand total or projected expenditure amounting to £88,500. 000 The proposed fleet is to be divided into two divisions, with four bases for the eastern division and three for the western. With regard to the personnel, before the expiration of the period of twenty-two years, the Commonwealth would have Australian-trained senior officor available and junior officers at a much earlier date, but until then the Commonwealth must draw upon the Admiralty for the loan of officers

With regard to the construction of the ships, Admiral Henderson said: Twenty-three ships will be in commission in 1918, forty-two in 1923, forty-eight in 1928, and the total of fiftytwo 1933. As to the naval bases, the chief will be Sydney and Fremantle. The former is well advanced, having been a naval base for many years. I see no reason why Sydney should not now be able to build vessels of the Bristol class. Fremantle is, of course, new. There is a good dock under construction, which is well advanced. The actual naval base would be at Cockburn Sound, the approaches to which will, however, have to dredged.

Speaking of the decision of Victoria to estabtish shipbuilding yards at Williamstown, the Admiral said: The only place where as there has been any great attempt to meet marine requirements is Sydney, but it is satisfactory to see that Victoria is also competing. The more competition the better. Marine engineering works and dooks are much required at Melbourne.

In conclusion, the Admiral said: Combination is the great thing, and I have always impressed upon Australians that once the command of the sea is lost by the Empire, no local system of defence could be of the least avail.

THE TRONOH TIN MINES.

The report of the Tronch mines for the year ended December 31 states that 2,945 tons of tin ore were sold, as contrasted with 2, 58 tons during 1909, and the amount realized was £265,478, being an average of £92-18 per ton of ore as against £80-48 for 1909. The directors consider that the increase is most satisfactory. and note the fact that the mining costs have again been reduced. A large amount of prospoeting has been carried on with satisfactory results. From one section of the eastern lead, in ground which has been thoroughly tested, the general manager estimates a profit of over £130,000. He also gives details of other valuable discoveries, from which further large profits are assured. The Government Perak has made a slight reduction of \$1 per picul in the tin duty since the last report. After payment of dividends, amounting altogether to 7s. per share, the available balance of profit was be expected here on or about the 18th inst. £32,902. The directors have decided to write off property account £11,919, carrying forward to str. Polynesien, which left this port on the 11th this year the balance of £20,983; by so doing ult., was delivered in Lyons on the 15th inst. the "capital expenditure" account has now been written down to £120,000.

TRAINING AND WEIGHT.

A correspondent, writing in the Lancet upon comparison of the effects of training upon the weight of the two University crews who rowed in the last race, points out that the Oxford crew as a whole gained 42lb., while the Cambridge crew lost 433lb.

The correspondent remarks on the fact that the crew which won easily in "record" time actually but on weight as the result of their training while the losing crew lost more than 3st., and suggests that in selecting a crew preference should be given to men who do not need to be trained down. Very significant is the fact that, while the losing eight were all rowed out at the end of the race the only Oxford man to show signs of exhaustion was one of the two who lost weight.

WEATHER REPORT.

On the 16th at 11.55 a.m. —The barometer has Reuter's representative has had an interview risen considerably over Japan and the Loochoos, S. Chiun. Pressure is inclined to give way over N. China,

The high pressure area has shifted Eastwar 1 and lies now over Japan. Pressure continues rela-Admiral said: Personally, I was delighted | tively low over the N.W. part of the China Sea. Strong winds and squally unsettled weather will continue to prevail over the northern shores of the China Sea,

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.78 inches.

The forecast for the 24 hours ending at noon to-day is as follows :-N.E. winds.

at the time I left, the view taken was a layour able one. The Ministers of the Commonwealth South coast of China between Same as No. 1. Hongkong and Hainan * E. winds, strong; squally, rainy.

fresh.

CANCER PROBLEM.

RESULTS OF TEN YELRS' RESEARCH

The encouraging results of the ten years' work of the Imperial Cancer Research Fund were outlined to a representative of the Evening Sland and by Dr. E. F. Bashford, the direc-

Dr. Bashford, who has just been awarded the Walker Prize of £100 by the Royal College of Surgeons for the best original work on the pathology and therapouties of cancer, takes a most hopeful view of the outcome of the experiments at present being carried on with a viaw to the climination of one of the most dreaded of human scourges.

The investigations of the Cuncer Research the late King Edward, have acquired a worldwide extent on the incidence of cancer in different races of mankind, living under uncivilised conditions, and its occurrence throughout the entire animal kingdom, and have had an important bearing upon the statistics of cancer as embodied in the reports

of the Rogistrar-General, Perhaps, however, the part of the investigations which has commanded attention not only at home but throughout the world has been the extent to which the experimental investigation of caucer has been developed by Dr. Bashford. England. ...

NOT COMMUNICABLE.

-The investigations of the past ten years," said Dr. Bashford, "have nurrowed down the caucer problem to an extent previously impossible. As far as experiment, permits of any conclusion, it is demontrated that the disease is not communicable from one individual to another, but always arises afresh in each individual attacked.

"Thus many of the old conceptions, which sought for a common cause for all the many and varied forms of caucer, such as cancer parasite, or the growth of congenital germs of necessity doing large number of munkind to death have gone by the board. In their place the problem has been resolved into a question of the circumstances peculiar to the individual in which the diseaso arises.

"It has been demonstrated for many races of mankind that the occurrence of the disease is determined by the practice of peculiar customs involving the chronic irritation of tissues; and by suitable i-ritations certain forms of cancer

could be produced at will in mice. "Just as it is certain that if the exotic cusioms of various native races were introduced into England, that the frequency of cancer in England would at once increase, so if appears practically certain that native races in which it is rife because of the practice of these customs would become correspondingly exempt in proportion as they discarded those practices.

FUTURE INVESTIGATION.

"It may be that future investigation will show that a corresponding diminution in the frequency of cancer as it occurs in England under the present conditions of existence may also be diminished by avoiding insults to which at the present time the human body is subjected in the course of following occupations, or, it may be, indulging in various whims of the appetite.

"In short, investigation has gone a long way to prove that the disease, when present, is almost certainly acquired, and therefore will ultimately be probably found to be to a large extent avoid.

"The result of ten years' work, not only in ! England but in all other countries in which there are centres of cancer, is that a more hopeful outlook obtains in regard to the cancer problem than at any time in the history of

"Not the least significant feature in again awakening hope of a cure being ultimately found has been the demonstration of the fact, so long disputed in the case of man, that animals suffering from cancer can and do cure themselves of the

"The immediate object of experiments is, of course, the unravelling of the mechanism whereby animals are enabled to do this, and although an immediate solution is not in sight, it ought not to be beyond human endeavour to elucidate the means whereby animals cure themselves, and to apply the results to the treatment of the disease in man."

LATEST STEAMER MOVEMENTS.

The Barber Line str. Suruga left New York on the 29th ultimo, and is therefore due here on or about the 18th inst,

The Apear str. Catherine Apear from Calcutta left Singapore on the 12th inst., and may The cargo of Silk shipped on board the M.M.

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SHIPPING IN PORT.

WA MARU. Japanese str., 3,911, Irizawa, 14th May -- Seattle 11th April, General-Nippon Yusen Kaisha, BLOEMFONTEIN, British str., 1,958, J. B.

Pattison, 6th May-Singapore 30th April, General-Shewan, Tomes & Co. CARL DIEDERICHSEN, German str., 774, Chr. Jürgensen, 13th May-Haiphong 11th May,

Coal — Jebsen & Co. CHIPSHING, British str., 1,190, F. Mooney, 15th May-Tientsin and Weihaiwei 7th May, General-Jardine, Matheson & Co. FRANZ FERDINAND, Austrian str., 3,848. B. Cobel, 15th May-Trieste, Bombay and Singapore 9th May, General - Sander,

ELAX, British str., 2,571, Milner, 12th May-Shanghai 8th May, Ballast - Asiatic Petroleum Co. EMPRESS OF JAPAN, British str., 3,039, S. Robinson, R.N.R., 12th May-Vancouver

Pacific Railway Co. GERMANIA, German str., 600, C. Sepsen, 10th May-Sydney via Islands 15th March. Copra-Siemssen & Co. GREGORY APCAE, British str., 2,961, S. H.

23rd April, Mails and General-Canadian

Belson, 14th May-Kobe 7th and Moji 10th May, Coal and General-David Bassoon & HELENE, German etr., 771, H. Bendixen, 13th May-Quinhon, General-Jebsen & Co.

ISIDORE PONS, American str., 1,027, F. Xandoro, 7th May-Manila 3rd Vay, Barretto JOHANNE, German str., 952, M. Tpland, 13th

May-Haiphong 10th, Moihow 12th May, Rice-Jebsen & Co. KEONGWAI, German str., 1,115, J. Kühler, 7th May-Singapore 1st May-Butterfield &

LIUKIANG, British str., 1,228, Robertson, 10th May - Chinkiang 6th May, General-But-CWANGTAH, Chinese str., 1,536, Stewart, 9th May-Shanghai 6th May, General-C. M.

Linan, British etr., 1,350, C. C. Williams, 15th May-Shanghai 12th May, General-Butterfield & Swire.

UCHOW, British str., 1,216, W. Baddeley, 7th May-Chefoo 2nd May, Beans-Butter. field & Swire. Lyeemoon, German str., 1,238, v. Pilgrim, 12th

May-Saigon 9th May, Rice and General -Hamburg-Amerika Linie. MERAPI, British str., 1.480, E. Uldall, 5th May-Samarang and Singapore 29th April, Sugar-Chinese

PERSIA, British str., 2,744, A. Lockett, 9th May-San Francisco 12th April, Muils and General-P. M. S.S. Co. QUINTA, German str., 900, Schlesinger, 12th May-Bangkok via Swatow 5th May, Bice

-Siemssen & Co. RAJAH, German str., 1,275, H. C. Rehen, 11th May-Bangkok 4th May, Rice and Teakwood-Butterfield & Swire. RYGJA, Norwegian str., 3,459, E. Meyer, 4th

May-Portland and Moji 28th April, Flour and Coal-Portland & Asiatic S.S. Co. SAINT KILDA, British str., 2,469, John Lewis, 10th May-Barry 25th March, Coal-

SELENA, British str., 3,127, Stratton, 1st May -San Francisco, Kerosene Oil-Asiatic Petroleum & Co.

SHINSHU MARU, Japanese str., 2,450, T. Okuma, 14th May—Moji and Japan 8th May, Coal—Mitsui Bussan Kaisha. SIBIR, Russian str., 2,179, Levonias, 10th May -Moji 4th May, Coal-Bradley & Co.

SINGAN. British str., 1,047, F. Jamieson, 15th May-Haiphong 12th and Hoihow 14th May, General—Butterfield & Swire. SULTAN VAN LANGKAT, Dutch str., 2,293, Lagray, 3rd May-Singapore 27th April,

Kerosene Oil-Asiatic Petroleum & Co. TITAN, British str., 5,735, Evans, 12th May-Manila 10th May, Genaral—Butterfield & Swite. TJIBODAS, Dutch str., 2,953, Jurrianse, 2nd May-Yokohama 12th and Moji 26th April,

General and Coal-Java-China-Japan Lijn. TJIMAHI, Dutch str., 4,500, J. P. Scholtes, 13th May-Macassar 6th May, Coal-Java-China-Japan Lijn, 🤫 TSINTAU, German str., 1,002, F. Bucking, 12th May-Bangkok and Swatow 11th May,

Rice and General-Butterfield & Swire. VESTFOLD, Norwegian str., 1,172, Berthelsen, 3rd May-Bangkok via Hoihow 24th April, Rice-Chine-Siam S. N. Co., Ltd.

BAILING VESSEL. Eclipse, British 4-masted barque, 2,996, James White, 12th May-New York 20th Jan., Kerosene Oil-Standard Oil Co.

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JAVA, CHINA AND JAPAN. EXPECTED STEAMER FROM WILL LEAVE FOR ON OR ON OR ABO. T _ABOUT First half of TJIBODAS **JAPAN** First balf JAVA May Second half of First half of TJIMAHI JAVA JAVA May Second half of TJIPANAS. Second half of **JAPAN** JAVA May TJIKINI Second half of JAVA JAPAN First half of TJILIWONG SHANGHAI First half JAVA TJITARŒM First half of JAVA First half of SHANGHAI June Second half of TJILATJAP.

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SHIPPING

ARRIVALS. BRAND, Norwegien str., 1,519, W. Evensen, 16th May-Manila 13th May, Ballast-Auguard, Thorosen & Co. FLINTSHIRE: British str., 2,478, Ciraly, 16th

May-Yokohama and Shanghai 10th May, General-Jardine, Matheson & Co. GNEISENAU, German str., 8,160, Ph. Obenauer, 16th May-Bromen and Singapore 11th May, Mails and General-Molchers & Co. HAIMUN, British str., 641, J. W. Evans, 16th May - Swatow 15th May, General -

Douglas, Lapraik & Co. Hong Wan I., British str., 2,060, Jan. U. Hainsworth, 16th May-Singapore 10th

May, General-Joo Tack Sing. KWANGLEE, Chinese str., 1.468, Pratt, 16th May-Shanghai 12th May, General-C. M. S. N. Co.

KWANGTAR, Chinese str., 16th May-Conton. LOONGBANG, British str., 1,095, Treask, 16th May-Manila 13t' May, Homp and General -Jardine, Matheson & Co. NINGCHOW, British str., 1,836, II. C. Allen

16th May-Kuchinotzu 12th May, Flon and Lumber-Butterfield & Swire. SICILIA, British str., 4,174, Wa kins, 16th Ma -Yokohama 3rd May, Ganeral-P. & C

S. N. Co. TELEMACHUS, British str., 1 350, Frager, 15th May-Saigon 11th May, Rice and Genera -Wo Fat Sing. .

ZAFIRO, American str., 1 680, M. C. Smith 16th May-Manila 13th May, General-Shewan, Tomes & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 16th May. Gueisenau, German str., fdr Shanghai. Haimun, British str., for Swatow.

Shinshu Maru, Japanese str., for Saigon. Sicilia, British str., for Singapore, Soshu Maru, Japanese str., for Swatow Tsintau, German str., for Bangkok.

DEPARTURES.

16th May. AGAMEMNON, British str., for Singapore. ANTENOR, British str., for Shanghai. ARRATOON APCAR, British str., for Shangha COLOMBO MARU, Japanese sir, for Bingapor DERWENT, British str., for Swatow. HAITAN, British str., for Swatow. LOOSOK, German str., for Swatow. MICHAEL JEBSEN, German str., for Mauriti-SCANDIA, German str., for Shanghai.

SOPRINIK, Russian str., for Kobe. TACOMA MARU, Japanese str., for Keelung. TAMING, British str., for Ma ila. TRIUMPH, German str., for Holhow. VORONEJ, Russian str., for Singapore.

PASSENGERS.

Per Loongsang, from Manila, Messrs P. Kidd, C. O. Milisap, J. N. Varela, G. Mac and Mrs Au San.

Per Gneisenau, from Bremen, &c., Rossei, Miss Benzie, Mr and Mrs Chester Fverster, Mrs John R. Notz and Mr Joh Hu. Per Sicilia, from Yokohama, &c., Mr A. Bishop, Col. G. Hamilton, Mr and Mrs F Harrison, Mr L. T Hamond, Mr and Mrs W. H. Cooke, Miss Smith, Messrs E. Welhay F. Welhaven, A. Schumacher, G. Thorn Deut, Bohme, Fesper, Au, Mr and Mrs Da Misses Webber, Redfern, Harcourt, Maush Mesers Yates, Desorenes, Mountfield, Dat and Donnely, Miss Hunter, Mr Steuer, Mr Mrs Bobby, Mr and Mrs Westwood, Capt. J Clarke, Mr W. M. McSevieury, Dr. and Balme, Mrs Dutley, Mr and Mrs Burton Sayer, Mr J. Helican, Mr and Mrs H. H. Dulling, and Lieut, C. P. Ventris.

Per Hailan, for Amoy, Messrs A. S. Collins, LST J. W. Wilson and I. A. Donnelly.

VESSELS EXPECTED.

THE AMERICAN MAIL. The P. M. S.S. Co. str. Korea arrived at Manila on the 13th instant, and is expected to sail for Hongkong on the 17th inst.

The T.K.K. str. Nippon Maru, with U.S. mails, left Yokohama on the 15th instant for Hongkong via usual ports of call. The P. M. S.S. Co. str. Siberia sailed from San Francisco on the 3rd inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on

the 30th instant. The P. M. S.S. Co. str. China sailed from San Francisco on the 10th inst for Hongkong, via Honolulu, Yokohama, Kobe, Naga-aki and Shangkai, and is due to arrive at Hongkong on the 6th prox.

THE AUSTRALIAN MAIL. The L.C.M. str. Coblenz left Sydney on the 6th instant, at midnight, and may be expected here on or about the 29th instant. The E. & A. str. Aldenham left Sydney on the 13th instant, for this port (via Queensland Ports, Timor and Manila).

THE CANADIAN MAIL. The C.P.R. Co.'s str. Empress of China, left Vancouver, B.C., for Hongkong (via usual por's of call) on the 12th instant a.m. THE GERMAN MAIL.

The I.G.M. str. Derflinger, carrying the German Mails with dates from Berlin of the 19th ult, left Singapore on the 13th instant, at 9 a.m., and may be expected here to-day at 2

THE INDIAN MAIL. The Indo-China str. Footsang left Calcutta for the Straits and Hongkong on the 9th inst., and is due here on or about the 25th inst.

MERCHANT STEAMERS. The Olof Wijk & Co.'s str. Canton left Port Said on the 19th ultime, and is expected here

The str. Ulenroy left Singapore on the 11th inst., and is due here to-day. The I.G.M. str. Neckar left Colombo on the 7th inst, at 8 p.m., and may be expected here

The I.G.M. str. Prinz Sigismund left Yokohama on the 11th instant, at noon, and may be expected here to morrow.

The O.S.K. str. Panama Maru from Tacoma left Shanghai for this port at mid-day on the 15th instant, and is expected to arrive here to-

The "Mogul" Line str. Lovat from United Kingdom left Singapore on the 13th instant morning, and is therefore due here on the 19th instant morning.

The P. & O. S. N. Co.'s str. Poonq left Singapore for this port on the 14th inst, at 10 n.m., and is due here on the 19th inst., at about 9 a.m. The Mogul Line str. Pathan left United

Kingdom on the 12th March for Hongkong via Straits. The str. lenlogan left London on the 28th ultimo, and is therefore due here on or about

the 18th prox. The Mogul Line str. Sikh lest United Kingdom on the 6th instant for Hongkong via the

The O.S.K. str. Seattle Maru left Tacoms for Hongkong, via Japan and Manila on the 29th ult., and is due here on or about 8th prox.

ADVERTISED VESSELS.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k,w," together with the number denoting the section. SECTIONS.

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er, th				nwnmv.	Captain.	- FOR FREIGHT APPLY TO	TO BM DESPATCEND	AUSTRIAN LLOYD'S STEA
ith	DESTINATION.	TRESEL'S NAMES.	FLAG & Blo	BRETE	VAL AZAMI			STEAM TO SHANGHAI, Y
								AND KOBE
Oili							1974 Jan ed 11 4 20	"E. F. FERDINAND
5 ւ հ	LONDON & ANTWERP VIA SINGAPORE, &C	SICKLIA	Brit. str	1	H Powell 11	P. & O. S. N. Co	Oll Stell 1986" at Lionn	TO-MORROW, the 18th inst., at 1
	LONDON & ANTWERP VIA SINGAPOBE, &C.	SUMATRA	Brit. str Ger. str.		Wagner	P. & O. S. N. Co HAMBURG-AMERIKA LINIK	J On Zoth Inst.	This Steamer has capital accompassengers, Electric Light, carr
Crit	ROTTERDAM, & HAMBURG VIA STREET	STERONIA	tler, str.	k. w.	Katate	HAMBURO-AMERIKA LINIR	ij tja zom June.	and a Stewardess. For Freight or Passage, apply t
.	HAVRE, BREMEN & HAMBURG, &C.	MISHIMA MARU	Jap. str	. k.w	A. E. Moses	Nippon Yusen Kaisha !	On 24th inst., at D'light On 25th inst.	SANDER, WIEL Agents
len, lour	MARSEILLES, HAVRE & HAMBURG, acc.	KAGA MARII	Jan sir	k. ₩	M. Hagino	NIPPON YUSEN KAISHA	On 7th June, at D'light	Prince's Bu Hongkong, 11th May, 1911.
May		ATSUTA MARU	_		Knaisel	RAMBURG-AMERIKA LINIK .	On 23rd June. On 31st inst., at Noon.	
O.	NAPLES, GENOA, ALGIERS, GIBRALTAB, &C.	BUELOW	Ger. str		H. Formes	MELCHERS & CO SANDER, WIELER & Co	I the Oath inst	THE AMERICAN AND O
5th eral	THESTE &C., VA SINGAPORE, &C NEW YORK	EMPRESS OF JAPAN.	Am. str.	lm.	Thomas	ARNHOLD, KARBERG & Co CANADIAN PACIFIC R. Co	On 20th inst., at 6 P.M. On 28th June, at Noon	FOR NEW YORK
ith,	VANCOUVER VIA SHANGHAL, JAPAN, &c. VANCOUVER VIA SHANGHAL JAPAN, &c. VICTORIA, BC. & BEATTLE VIA KEELUNG, &	MONTEAGLE	Brit, str Jap. str.		W. Davison	CANADIAN PACIFIC R. Co NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M. On 30th inst., 11 A.M.	With Liberty to Call at the Ma
'al '	VICTORIA, B.C., & TACOMA VIR REELENG, BORAL, &	N SEATTLE MARU	Jap. str Jap. str.		Her gar	OSAKA SHOSEN KAISHA OSAKA SHOSEN KAISHA	On 13th June, at 11 A.M. "On 20th June, at 4 P.M.	
•	VICTORIA, C.B. & TACOMY VIX REEDING & VICTORIA, B.C. & SEATTLE, VIA KEEL NG, & VICTORIA, B.C. & SEATTLE & PORTLAND, & VANCOUVER, B.C., SEATTLE & VANCOUVER, B.C., SEA		Jap., etr. Reit, str.	<u> </u>	G. B. McGill	THE BANK LINE, LIMITED	On 1st June. On 19th inst., at 1 P.M.	"AFGHAN PRINC Captain Thomas, will be despare
	SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. SAN FRANCISCO VIA KERLUNG, S'GHAI & JAPAN	. It is an an an arrangement of the contract o	Urit, etr.		## ## ## ### ### ### ###	PACIFIC MAIL S.S. Co	On 28th instant Noon On 2nd June, at I P.M.	above Ports on TUESDAY, 23r For Freight and Passage, appl
	i cantonantich via bhanundaevereer	NIPPON MARU	Jap. str. Brit. str.	C ⁴	H. S. Smith	TOYO KAISEN KAISHA THE BONK LINE, LIMITED	On 27th inst.	General Ag
	BEIRA, DELAGOA BAY, DURBAN, &c PORTLAND VIA JAPAN	HENRIK IBBEN	Nor. str.	1 m.	Christen Smith F Branening	PORTLAND & ASIATIC S.S. Co Melchers & Co	On 20th inst., at D'light On 9th June, at Noon.	Hongkong, 12th May, 1911.
	AUSTRALIAN FORTS VIA MANILA AUSTRALIAN PORTS VIA MANILA	YAWATA MARU NIKKO MARU	Jap. str.		J. N gae	NIPPON YUSEN KAISHA NIPPON YUSEN KAISHA	On 7th July, at Noon	
	KOBE & YOKOHAMA	Hatachi Maru	Jap. str. Ger. str.	1	T. Yamawaki H. Raegener	NIPPON YUSEN KAISHA MELCHERS & CO, NIPPON YUSEN KAISHA	About 30th inst.	
	KOBE & YOKOHAMA NAGASAJ KOBI & YOKOHAMA JAPAN, HONOLULU, MANZANILLO, &c.	NIKRO MABU HONGRONG MABU	Jap. str. Jap. str.	1.	M. Yagi H. Hinokuma	Toyo Kisen Kaisha Java-China-Japan Lijn	On 17th June, at 1 P.M. Quick despatch	
hai.	JAPAN, HOROLOLO, MILLIAN TIENTSIN VIA WEIHAIWEI	TJIKINI CHIPSHING	Dut. etr. Brit. etr.		H. Koops F Mooney	JARDINE, MATHESON & CO., L.I. BUTTERFIELD & SWIBE	On 19th inst., at Noon On 20th inst., at 4 P.M.	AUSTRIAN LLOYD'S ST
ora.	TIENTSIN SHANGHAI NAGASAKI, KOBE & YOKOHAN	HUICHOW	Ger. ser.	-	Hooker	MELCHERS & CO	To-day. To-morrow	GATION COMPA
:	SHANGHAL ROBL & YOROHAM	SCANDIA E. F FERINDAND	Aus. str.		Knaisel B. Cobol	BANDER, WIELER & CO.	To morrow, at Noon. To morrow, at 4 P.M.	
itius.	SHANGHAI SHANGHAI BANGHAI BANGHAI BOJI KOBE & YOKOHAMA	Poona	Brit. str.	-	W. Baddeley A. F. Vine. R.N.R	P. & O. S. N. Co JARDINE. MATRESON & Co., L.	About 19th inst.	FIUME AND TRIESTE
بر	SHANGHAI, MOJI, KOBE & YOKOHAMA	HANGSANG	Jap. str.		Spencer Wilde Fred. Pyne	NIPPON YUSEN KAISHA	On 24th inst About 25th inst.	ADEN. SUEZ AND POI
•	SHANGHAI SHANGHAI HANGHAI, KOBE & MOJI	Extracer ver in an	. Brit. str.		T. A. Mitchell	JARDINE, MATHESON & Co., L. P. & O. S. N. Co.	On 29th inst., at Noon. About 1st June.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	SHANGHAI, MOJI, KOBE & YOKOHAMA SHANGHAI, KOBE & YOKOHAMA	BLAVONIA	. Ger. str.	k. w	F. J. Fox Peter	HAMBURG-AMERIKA LINIU JAVA-CHINA-JAPAN LIJN	On 4th June.	LEVANT, VENICE ADRIATIC PORTS
	SHANGHAI SHANGHAI ANPING VIA SWATOW & AMOY	TJITARŒM SOSHU MARU	Dut str. Jap. str.	l	V. Zwart	ORAKA SHOSEN KAISHA	To-day, at 10 A.M On 21st inst., at 10 A.M.	THE Company's Steamship
P. I. Iacko	I TAMSUI VIA SWATOW & AMOT "	DAIGI MARU KIUKIANG	· •	1 m.	Roberton	BUTTERFIELD & SWIRE OSAKA SHOSEN KAISHA	To-day, at 4 P.M. On 24th inst., at 10 A.M.	"CHINA,"
Mr	FOOCHOW VIA SWATOW & AMOU	CHOSHUN MARU	. Jap. str.	z h	J. W. Evans	Danaria Lippity & Co	To-day, at 11 A.M.	FRIDAY, 26TH MAY
er L. Iung	SWATOW, AMOY & FOUCHOW	HAIVANG	Brit. str.	2 h.	W. C. Passmore			nassengers, excellent cuisine,
A. S F. C	I SWATOW, AMOY & FOOCHOW. He are men	HAITAN	Brit str.	-	J. S. Roach F. Jamieson Teask		To-morrow, at 9 A.M.	For information as to Passa
rs K	MANILA CEBU A ILCILO	ZAFIRO	Am. str.		M. C. Smith A. W. Outerbridge	SHEWAN POWES & CO.	On 20th in t., at 4 P.M. On 23rd inst., at 4 P.M.	SANDER, WI
rnton Pallas	, MANTLA CEBU & ILUILU	RUBI	Am. str.		S. Crosby F. Sembill	Shewan, Tomes & Co	On 30th inst, at 4 P.M.	Princos'
sfield aniel	KUDAT & SANDAKAN KUDAT & SANDAKAN KUDAT & SANDAKAN KUDAT & SANDAKAN	Tosa Maru	Jan. str.		H. Nomura	NIPPON YUSEN KARSHA	On 30th inst.	Hongkeng, 29th April, 1911
Ir and . J. R	I SINGAPORE. PENANG & CALCULTA	THE PROTORNO IN THE	Brit. str. Dut. str.		M. v. Wijk Juriaans,	JAVA-CHINA-JAPAN LIJN	Quick desputch.	THE PENINSULAR AN STEAM NAVIGATION
i Mr	BAIRTIA, OBLIVIA	•				-		STEAM FOR STRAIT

FRANCAIS NORDDEUTSCHER MARITIMES, AGENTS. MESSAGERIES

1, From Green Island to the Harbour Mester's. 2. From Harbour Mester's to Blake Pier.

Capt. E. de Catalano. s.s. "SI-KIANG,"

MAIL LINE BETWEEN HONGRONG AND HAIPHONG (VIA KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M. Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

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ROYAL MAIL STEAMSHIP LINE.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

			·		50
	Hongkong.		•	From Quebec.	
"EMPRESS OF "MONTEAGLE "EMRPESS OF	WED'DAY, INDIA "SAT.,	28th June 1st July	"EMPRESS C	F BRITAIN "FRI (E "FRIDAY F IRELAND"FR F BRITAIN"FRI (F) BRITAIN"FRI	τ., 28th July
•					

Steamships leave HONGKONG at 6 P.M.

FIGURE Quickest route to CANADA, UNITED STATES and EUROPE, talling at A SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KUBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCCUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamsnips, 14,500 tons register, thus providing a comfortable and speedy through route

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the to Europe. Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers

and 1st Class Railway ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents, For further information, Mayo, Routes, Handbooks, Hates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Pedder Street and Prays, opposite Blake Pier.

LINES.

1		_ v or			SIEAM CRE	TONB	TO SAIL.
	SHANGHAI YOKOHAN	, NAGAS	AKI, KO		DERFFLINGER Capt. F. Prose	" 17,900	Wed'day, 17th- May.
	MANILA, NEWGUIN SYDNEY	VEA. B	RISBA.	NE,	PRINZ SIGISMU Capt. F. BRUEN	ina, 6,009	Saturday, 20th May, at D'light
	KOBE and Y	- ′			COBLENZ." Capt. H. RAG	6,750 ENER	About 30th May.
	NAPLES, GIBRALT, ANTWER	AR, SOU?	PHAMPT(RS, ON,	BUELOW," Capt. H. For	16,900 mes	{ Wed'day, 31st { May, at Noon
		nd SANI		}	BORNEO" Capt. F. Sen:	5,050 BILL	End of May.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunkan. For Further Particulars, apply to

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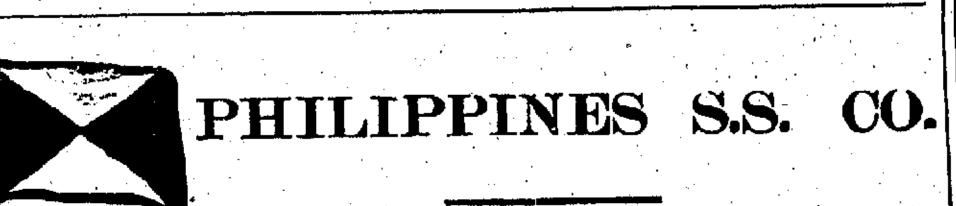
PHILIPPINES S.S. Co.

AGENT.

Hongkong, 5th May, 1911.

For Freight or Passage, apply to

Hongkong, 11th May, 1911.



Steamship	TONS CAPTAIN	FOR	SAILING DATE
CATITOO	1 4000 LM C Smith	Manils, Cebu & Ilcilo Manils, Cebu & Ilcilo	On 20th May, 4 P.M. On 30th May, 4 P.M.
		WAN, TOMES & Co.,	General Managers.

PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH OREGON-WASHINGTON RAILROAD

AND NAVIGATION CO. FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

To SAIL STEAMSHIP 4,578 Christen Smith ... On 20th June, Noon. "HENRIK IBSEN" Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to J. HALTON.

King's Building, (Opposite Blake Pier).



ISTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

EAM TO SHANGHAI, YOKOHAMA AND KOBE

"E. F. FERDINAND," pt. B. Cabol, will leave for the above places MORROW, the 18th inst., at Noon. This Steamer has capital accommodation for sengers, Electric Light, carries a Dector d a Stowardess.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents,

Prince's Building. Hongkong, 11th May, 1911.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. With Liberty to Call at the Malabar Coast.)

"AFGHAN PRINCE," lapinin. Thomas, will be despatched for the bove Ports on TUESDAY, 23rd May. For Freight and Passage, apply to-ARNHOLD, KARBERG & Co., General Agents.

LLOYD'S STEAM NAVI-AUSTRIAN GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), alling at SINGAPORE, PENANG-COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. Taking Cargo at through rates to the PERSIAN GULF, RED SRA, BLACK SEA, LEVANT, VINICE and

ADRIATIC PORTS). THE Company's Steamship

lapt, Pavissich, will be despatched as above on FRIDAY, 26TH MAY. . This Steamer has capital accommodation for

passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight spply to

SANDER, WIELER & Co., Agents. Princes' Buildings.

Hongkeng, 29th April, 1911. THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAT. AMERICAN AND SOUTH AFRICAN PORTS.

INHE Steamship

" DEVANHA," Captain H. Powell, carrying His Majesty's Mails, will be despatched from the for Bombay, on SATURDAY the 27th May, 1911, at Noon, taking passenger- and Cargo for the above ports in connection with the Company's s.s. "CHINA," 7,900 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will e ranchipped at Colombo into the mail ates nar proceeding direct to Marseilles and Lonlon. other cargo for London, &c., will be conveys it wis Bombay by the S.S. "Caledonia, does not London on the 9th July, 1911. Parcels will be received at this Office until P.M. the day before sailing. The contents

ad value of all packages are required. For further particulars, apply to Superintendent. Hongkong, 15th May, 1911.



SHIPPERS

Gutler, Palmer & Go., London.

HONGKONG.

STEAM N	AVIGATION	COMPANY.	
FOR	STEAMERS	LIAB OT	BINALKE
VIA SINGAPORE, PE- NING, COLOMBO, PORT (SAID and MARSEILLES)	Capt. C. H. W	R.N.R.) I mesango
SHANGHAI, MOJI, KOBE and YOKOHAMA	POONA	B.N.R. May	Freight only
HANGHAT :			
ONDON VIA USUAL PORTS)	DEVANHA Capt. H. Powell	Noon. 27th May	See Specia Advertisement.
I ONDON and ANTWERP VIA SINGAPORE, PE. (NANG, COLOMBO, PORT (SAID and MARSEILLES)	SUMATRA Capt. W. R. Le	Mare } About 31st	Freight and Pasage.
S IANGHAI, MOJI, KOBE	NUBIA Capt. F. J. Fox	About 1st June	Freight and Passage.
For Further Particulars Hongkong, 17th May, 1911.	apply to		ETT, intendent.

CHINA NAVIGATION CO., LD.

	SAILINGS SUBJECT TO ALTERATION
	OTDANTED TO HALL
	TOR On 17th May A DM
	AMOY and SHANGHAI "KIUKIANG" On 17th May, 4 P.M.
	HOTHOW and HAIPHONG "SINGAN" On loth may, 5 A.M.
	"LUCHOW" On 18th May, 4 P.M.
	AMOY and SHANCHAI HOIHOW and HAIPHONG "SINGAN" "LUCHOW" "LUCHOW" On 18th May, 9 A.M. "LUCHOW" On 20th May, 4 P.M. MANILA, CEBU and ILOILO "TEAN" On 23rd May, 4 P.M.
	TIENTSIN On 23rd May 4 P.M.
٠	MANILA, CEBU and ILOI-LO
	THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS O
	CO ATTNIVAN " AND SM. " MANUI.
	are not by that con a ME DA have annarior accommodation with Electric Light.
	throughout and Electric Pans in the Staterooms. A duly qualified Surgeon is carried
	throughout and Electric Pans in the Statebooms. A water-lies Now Zooland and
	REDUCED FARES, Cargo booked through for all Australian, New Zealand and
	Pasmanian Ports. MANIGE LINE-TWIN SCREW STEAMERS "TEAM" and "FLMING," MANIGE LINE-TWIN SCREW STEAMERS "TEAM" and "FLMING,"
	MANILL In Amidships: Electric Fans fitted; Extra State-rooms on Deck, aft.
	Column assemble to the mideline of mideline to the column

Saloon accommodation Amidships; Electric Fans fitted; Extra State-Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," 'CHINHUA" and "LINAN") with excellent accommoda-tion, Electric Light throughout and Electric Fans in the State-rooms and Diving Salcon, leaving Hongkorg for Sharghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtase and Northern China Ports. NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers in Shangh i, avoiding the inconvenience of the transhipment at Woosung. TELEPHONE 36

FARE, 845 SINGLE and \$80 RETURN, BUTTERFIELD & SWIRE, For Preight or Passage apply to-AGENTS. Hongkong, 17th May, 1911

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HONGKONG-SOUTH CHINA COAST PORTS

IGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

A MOV AND FOOGHOW CINAT A ITION WAT

	SWAIU	W. AULUI	WILL TI CA	OOTTO II	J
. :		AND RET	URN.		
•		(Occupying 9 to 1	0 D ays).	AND THE REST	•
٠.	. STEAMSHIPS	CAPTAIN		LEAVING.	
· • ·	"HAICHING" "BAIYANG"	Capt. W. C. Passmore . Capt. A. E. Hodgins Capt. J. S. Roach	FRIDAY, TUESDAY, FRIDAY,	19th May, at 23rd May, at 26th May, at	: 11 A.N
•	For	SWATOV (Occupying 3)		•. •	
	" HALMUN"	Capt. J. W. Evans	WEDDAY,	17th May, at 1 21st May, at 1	O A.M.
	During the Months of	July and August, Bl	ETURN TICK!	CTS available for ate to Foochow.	Three

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

HAMBURG-AMERIKA

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

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TRAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Leventine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	
FOR SHINGHAL, KOBB & YOKOHAMA:	
S.S. SCANDIA 18th Ma	
S.S. SLAVONIA 4th Jun	10
S.S. SEGOVIA 15th Jun	19
S.S. SPEZIA 1st Ju	ly ,
S.S. SILESIA 12th Ju	ly
S.S. C. FERD. LAEISZ 28th Ju	ly.

For Freight and Passage, apply to-

lougkongi-17th May, 1911.

HOMEWARD. FOR ROTTERDAM, HAMBURG& ANTWERP: S.S. SACHSEN FOR MARSEILLES, HAVRE & HAMBURG: S.S. BAYERN 25th May FOR ROTTERDAM & HAMBURG: S.S. ARCADIA ... 1st June FOR HAVRE, BREMEN & HAMBURG: B.S. FREIENFELS . 9th June. FOR MARSEILLES, HAVRE & HAMBURG: 23rd June S.S. SUANDIA FOR ROTTERDAM, HAMBURG & ANTWERP:

26th June.

HAMBURG-AMERIKA LINIE. Hongkong Office.

S.S. SITHONIA

DOUGLAS, LAPRAIR & Co.,

GENERAL MANAGERS

Hongkong, 12th May, 1971

INDO-CHINA S. NAV. CO., LD.

	PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTER	(.MOITA
		ERS TO SAIL	,
	FOR STRAME		
	TIENTSIN VIA WEIHAIWEI "CHIPSH.	TN (4" Friday, 19th M	AY, NOOB.
1	TIENTSIN VIA WEIHAIWEI "CHIPSH	AND IN THE STATE OF THE SE	0
		ANG" Friday, 20th M	ву, 2-г.н.
	MANILA		Tolkianht
- 2	+ SHANGHAI via NINGPO "HANGSA	ANG" Sunday, 21st M.	by, Duga.
7	**SHANGHAI, KOBE and MOJI "FOOKSA	Manufact Cold M.	MAAN
	ABSTRUCTATE KORE and MOJI	M.C. INDIANA, TAUR DE	PA MOON
	BINGAPORE, PENANG & CALCUTTA" KUTSAN	NG" Wed'day,31st M	NAME OF THE PERSON NAME OF THE P
4	• gindapore penand & calculta autoar	ACL "A MARITON TO THE	my, moom
. '	DANGER VIEW TO THE PROPERTY OF	A T 1 T 1 4 T	
	RETHEN TOTIES TO) JAPAN.	

(OCCUPYING 24 DAYS). The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shaughai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgoon is also carried. * Steamers have superior accommodation for First Class Passengers and are fitted througheat with Electric Light. + Taking Cargo on through Bills of Laling to Yangtone Ports, Tsingtau, Weihaiwei, Chefoo l'ientein & Newchwang.

Telephone No. 215, Sub. Exch. 4. JARDINE, MATHESON & Co., Ltd., For Freight or Passage, apply to GENERAL MANAGEBS. Hongkong, 17th May, 1911.



THE JAPAN MAIL STEAMSHIP CO.)

SUBJECT TO ALTERATION.

DESTINATIONS. MARSEILLES, LONDON and ANTWERP, via SINGA. PENANG, SUEZ COLOMBO, PORTSAID

STEAMERS: SAILING DATES. MISHIMA MARU (WED'DAY, 24th May, at Daylight Capt. A. E. Moses, KAGA MARU (WED'DAY, 7th. 7,000 \ June, at Daylight Capt. M. Hagino, ATSUTA MARU (WED'DAY, 21st Capt. Wm. Thompson, 9,000 June, at Daylight MARU SSATURDAY, 20th KAMAKURA May, from Kobs VICTORIA B.U. & SEATTLE Capt. B. Kon. TUESDAY, 23rd AWA MARU VICTORIA, B.C. and May, at 4 P.M Capt. Irizawa, SEATTLE, via KEELUNG, SHANGHAI, MOJI. KOBE § INABA MARU TUESDAY, 20th YOKKAICHI, SHIMIZU 7,000 \ June, at 4 P.M. Capt. S. Tominaga, (FRIDAY, 9th YAWATA MARU June at Noon.

July, at Noon.

May.

May.

AMAHONOY bus SYDNEY and MELBOURNE, Capt J. Nagao. via MANILA, THURSDAY NIKKO MARU (FRIDAY, 7th ISLAND, TOWNSVILLE 6,000 ک Capt. M. Yagi, and BRISBANE WED'DAY, 24th SHANGHAL, MOJI, KOBE (I CEYLON MARU Capt, Fred. Pyne. 6.000 and YOKOHAMA HITACHI MARU (THURSDAY, 25th KOBE and YOR HAMA 7,000 \ May, at 11 A.M Capt. T. Yamawaki. (TUESDAY, 30th BOMBAY via SINGAPORE, [* TOSA MARU Capt. H. Namura. 6,000 and COLOMBO... ... WED'DAY, 7th

KOBE and NIKKO MARU

June, at Noon Capt. M. Yagi, YOKOHAMA § Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. Cargo only.

CHEAPEST

BETWEEN

AND JAPAN PORTS. HONGKONG

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1sr & 2nn CLASS) AVAILABLE FOR 3 MONTAS. Nagasaki Retura. Yokohama Return. Kobe Return. Moji Return.

\$90 \$100 \$110 **\$120** 1st CLASS **\$50 60 \$ 70** \$80

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to-

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NAGASAKI,

T. KUSUMOTO, MANAGER.

LINE. MAIL U.S.

MAIL PACIFIC

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM STDAMERS KOREA SIBERLA	Tons 18,000		(SUBJECT T SAILING SUNDAY, FRIDAY,	DATES 23th May, 9th June.	at Noon.
• MANCHURIA • MONGOLIA • KOREA • SIBERIA • MANCHURIA	27,000 18,000 18,000 27,000	**************************************	SATURDAY, FRIDAY, FRIDAY.	24th June, 15th July, 11th Aug., 26th Aug., 8th Sept., 30th Sept.,	at 1 P.M. at 1 P.M. at 1 P.M. at 1 PM.
• MONGOLIA			- Marie 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	<u> </u>	<u></u>

Twin Borews All Steamers are Equipped with Wireless Telegraphy. THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO VIA

KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and on HONOLULU, SUNDAY, 28th May, at Noon. FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX

MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: -Missionaries and their families.

INTERMEDIATE SERVICE.

ı	PERSIA	9,000	Tons Tons	FRIDAY,	19th May, at 1 16th June, at 1	P.M. P.M.
	UHINA			FRIDAY,	7th July, at 1	P.M.
٠		ر 117ء۔ اور کرستی		- GAN PRANCISO	LO VIA SHANGHAI.	NAG

BAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 19th May, at 1 P.M. On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates.

via Canadian Atlantic Ports. £43. FARES, HONGKONG TO LONDON via New York HONGKONG TO SAN FRANCISCO Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier). FRED J. HALTON, AGENT.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS, &c.

Head Office for the Far East:- 16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

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LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. CHIEF OFFICE:-LUDGATE CIRCUS LONDON. E.C.

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IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCS to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILI	NGS FROM HONGKONG	(SUBJECT TO ALTERATION
STEAMER		DATE OF SAILING.
• NIPPON MARU	11,000 H. S. Smith	FRIDAY, June 2nd, 1 P.K.
+ CHIYO MARU	21,000 W. W. Greene	
	11,000 A. G. Stevens	
† TENYO MARU	21,000 E. Bent	FRIDAY, July 28th, 1 P.K
+ Triple Screws, turbi	ne engines. * Twin Scro	WB.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKO-HAMA AND HONOLULU, on FRIDAY, 2nd June, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO), Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DATE OF SAILING. CAPTAIN H. Hinokuma SATURDAY, June 17th, 1 P.M. 11,000 ... 17,500 ... H. Nishi ... TUESDAY, Aug. 15th, 1 P.M. ... K. Hashimoto SATURDAY, Oct. 14th, 1 P.M

THE Steamer "HONGKONG MARLU" will be despatched for MOJI, KOBE, YOKO-HAMA, HONOLULU, MANZ \NILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO AND CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG. TO SAN FRANCISCO ... 45-0-0, Single " NEW YORK ... · ... 60-0-0. 71-10-0, ,, £ 120-0-0, Return 6 Months I ISALINA CRUZ or MANZANILLO Yen. 420.00, Single "VALPARATSO Yen. 570.00. ..

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS: -Officials of any European Naval, Military, Diplomatic. Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:-Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.
TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation. "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and

Triple Screws. Record Speed 212 knots. Through Bills of Lading issued to North, Central and South American Ports.

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The only direct train service, without transhipment, also shorten and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

	FOR	STEAMBRS	Tons (Gross reg.)	LHAVIB.
	VICTORIA, B.C. &TACOMA VIA KEELUNG, NAGASAKI,	}	6,182	TUESDAY, 13th June, at 11 A.M.
	Kobe Yokkaichi, Shmidzu and Yokohama	"CHICAGO MARU"	6,182	WED'DAY, 12th
,	VICTORIA, B.C. & TACOMA		6,059	July, at 11 A.M. TUESDAY, 30th May, at 11 A.M.
:	VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI,	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	SHIMIDZU and YOKOHAMA	CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.

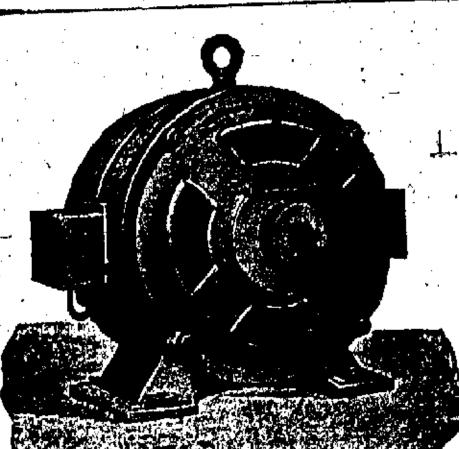
The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SEBVICF

FOR	STEAMBES	LHAVES,
ANPING VIA SWATOW and AMOY	"BOSHU MARU"	WED'DAY, 17th May, at 10 A.M.
TAMSUI VIA SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 21st May, at 10 A.M.
FOOCHOW VIA SWATOW	"CHOSHUN MARU"	WED'DAY, 24th May, at 10 A.M.
For information of Freight Branch Office, at Second Floor, No.	, Passages, Sailings, etc., a , 1, Queen's Buildings	s. HIROI, MANAGER

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Derflinger, with the German Mail of the 19th ult., left Singapore on Saturday, t

The Chinhua, with the Siberian Mail, is du	e to arrive here to-us	J.
FOR	PER	DATB
Swatow. Amov and Anping	Soshu Maru	Wednesday, 17th, 9.00 A M
Swatow, Amoy and Anping	4	Wadnesday, 17th, 9.00 A M
Amoy	Hong Wan I	Wadnesday, 17th, 7.00 A M
Revalow	El . a carrier a	Wednesday, 17th, 10.00 A M
Bingapore, Penang and Colombo		Wednesday, 17th, 10.00 AM
Fort Bayard		Wednesday, 17th, 1.00 P M Wednesday, 17th, 1.15 P M
Macso	Sui Tai	Wednesday, 17th, 2.00 P M
Sincepore Pananc and Colombo	Flintshire	
Kuchinotzu, Kobe, Yokohama, Yictoria	Titan	Wednesday, 17th, 2.00 P M
Tacoma. Vancouver and Scattle	12 to kitoin a	Wednesday, 17th, 3.00 PM
Amoy and Shanghai	Shineku Maru	Wednesday, 17th, 3.00 P M
Saigen	Helene	Wednesday, 17th, 5.00 P M
Swatow		
Hollow and Haiphong	Singan	Thursday, 18th, 800 A M
Hollow and Halphong	Carl Diedonichsen	Thursday, 18th. 8.00 A M
Shanghai, Yokohama and Kobo	To De Danding	Thursday, 18th, 1-1.00 A E
Macao		Thursday, 18th, 1.15 P M
Shanghai	Luchow	Thursday, 18th, 3.00 P M
Swatow, Amoy and Focohow	Haiching	Friday, 19th, 10.00 A M
Swatow, Amoy and Focchow Weihaiwei and Tientsin	Chipshing	Friday, 19th, 10.00 A M
	[]	Friday, 19th, Printed Matter and Sam-
	i - II	ples 11.00 A M
		Registration 10.15 A N
		(Registration, with late
SHARGHAI, NAGASAKI, KOBE, YOKKAICHI,		fee of 10 cents, up to
SHIMIDZU, YOKOHAMA, HONOLULU AND	rereta	11.00 A M.)
SAN FRANCISCO		Registration, Kowleen
		B.O 10.30 A M
	P=	No late fee
		Letters Noon
Korror, Yap, Uliai, Salpan, Truk, Ponape,		
Kusaie, Jaluit, Nauru, Rabaul, Sydney,	1 .	Friday, 19th, 4.00 P M
Hobart Launceston, New Zealand, Dunedin,	Germania	1
Melbourne, Adelaide, Porth and Fromantie)		
Manila, Cobu, Hoilo, Yap, Angaur, Friedrich]		
Wilhalmshafen, Rabani, Herbertshone,		Tall 100 500 - 1
Maturi Brisbana, Sydney, Hobart,)	Prins Sigiemund	Friday, 19th, 5.00 P M
Launceston, New Zealand, Dunedin, Mcl.		
bourne. Adelaide, Perth and Fremantie		Saturday, 27th, 11.00 A N
The Sameware and Saurahava	Tithodas	I BELLIARY, WILL IT TO A

Batavia, Cheribon, Samarang and Sourabaya ... Tibodas ... Saturday, 20th, 1.00 P M Manila, Cebu and Iloilo ... Saturday, 20th, 3.00 P N Huichow 👑 Saturday, 20th, 3.00 P M Saturday, 20th. Manila, Cebu and Iloilo Registration, Kowloor ... 3.00 р х Printed Matter and Sam SHARGHAI, NAGABAKI, KOBB, YOKOHANA, ples... 4.00 P M VICTORIA AND VANCOUVER (B.C.) Empress of Japan Registration ... 3.15 P M SIBERIAN MALL TO EUROPE (Registration, with late fee of 10 cents, up to 4.00 P M) ... 5.00 **► ™** Saturday, 20th, 5.00 P M Ningpo and Shanghai 21st, 9.00 A M 23rd, 10.00 A M Haiyang

Swatow, Amoy and Foechow Printed Matter and Sam-... 10.00 A M CUROPE, &C., INDIA VIA TUTICORIN, Registration ... 10.00 A N (Late Letters 11.00 A.M. to NOON. Extra (Registration, with lat Postage 10 cents.)
(Letters posted in all the Pillar Boxes in fee of 10 cents up t Australien . 10.45 A.M.) time for the first clearance will be Registration, Kowlood included in this contract mail.) ... 10.00 A No late fee. 11.00 a m Letters 23rd, 3.00 P M THE 17 WATT. (app. 16 H.C.P.) Tuesday, Manila, Cebu and Iloilo ... Keelung, Shanghai, Moji, Kobe, Yokohama, 23rd, 3.00 F M Tuesday, Awa Maru Victoria B.C. and Seattle ... 23rd, 5.00 P M Tuesday, Singapore. Pennng and Colombo Mishima Maru

Saturday, 27th, BUROPE, &C., INDIA VIA TUTICORIN Printed Matter and Sam-(Late Letters 11.00 A.M. to Noon, Extra 10.00 A M Postage 10 cents.) Registration... 10.00 ▲ M (Supplementary mail on board up to the (Registration, with late time fixed for departure of the mail. fee of 10 cents, up to Extra Postage 10 cents.) Devanha. 10.45 A.M.} (Letters posted in all the Pillar Boxes Registration, Kowloon in time for the first clearance will be ... 10.00 A M included in this contract mail.) The Parcel mail will be closed Friday No late fee. ... 11.00 д и Letters the 26th inst. at 5 p.m....

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS:

() N LONDON:-ON PARIS:-Bank Bills, on demand230 Credits, at 4 months' sight.....234 ON GERMANY :-On demand......186 ON NEW YORK:-Bank Bills, on demand44 Credits, at 60 days' sight45] ON BOMBAY :--Bank, on demand1352 JN CALCUTTA:-Bank, on demana 1352 ON SHANGHAI:-On Manila :-- On demand-Peros-871 On Sargon :- On demand 1 /, pm ON BANGKOK:—On demand............841 BOVEBEIGNS, Bank's Buying Bate ...\$10.95 GOLD LEAF, 100 fine, per tael\$57.00

UBSIDIARY COINS. per cent 20 cents pieces.....\$7.02 discount. FABRIQUE DE ->

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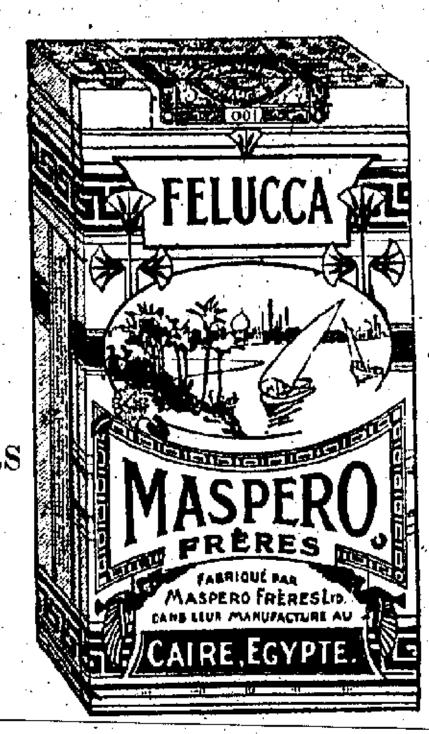
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SHARE LIST.—QUOTATION	IS. Honge		r 16гн, 19	911.	•
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.	1/1
SANKS.—	120,000	\$125	all	\$895, sellers £88,-	1
Hongkong & Shanghai Bank Corporation	99,925	£7	£6	\$80, buyers	
National Bank of China, Limited	60,000	\$12	all	\$9.	
China Borneo Company, Limited	50,000	\$ 5	ell eli	\$1.10, buyers	
hina Light and Power Company, Limited.	50,000 200,000	\$1 \$10	all	\$7.	
hina Provident, Loan & Mortgage Co., Ld	200,000		·- _} ·		
COTTON MILLS.— Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	الم	Tls. 85.	
Hongkong Cotton Spinning Co., Ld	125,000 10,000	\$10 Tls. 75	alı mil	\$5, sellers Tis. 48.	-
International Cotton Manufing Co., Ld.	8,000	Tils. 100		Tls. 57.	1
Laou-Kung-Mow C. Spin.& Weav.Co.,Ld	20,000	Tls. 50	nll.	Tis. 2).	
Soy Chee Cotton Spinning Co., Limited	40,000	87₺	\$6	\$2.2	ļ
Dairy Farm Company, Limited DOCKS AND WHARVES.—	£0.000	850	all	\$50, sellers	
H'kong & Kowloon Wharf & G. Co., Ld.	60,000 50,000	\$57		\$55.	
Hongkong and Whampoa Dock Co., Ld.	10,000	\$61	all	\$7½, buyers	
New Amov Dock Co., Limited	55,700	l'ls, 100		Tls. 50.	
Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Wharf Co., Ld.,	36,000	Tls. 100		Ths. 79, sales \$5, buyers	
Fenwick & Co., Limited	18,000 400,000	\$25 \$16		\$3, buyers	
Green Island Cement Co., Limited	7,000		1	\$19 i, sales	
Hongkong and China Gas Co., Limited	60,000	10ز 🚊	ali	8213	$-\int_{\mathbb{R}^{N}}$
Hongkong Electric Co., Limited	12,000	\$5 0 }	all \$25	\$115,) \$75,	1
Hongkong Hotel Company, Limited	8,000 15,0 0 0	Pa. 10	all	811.	1.
Manila Metropole Hotel Limited	50.00	\$25	l	\$185	
Hongkong Ice Company, Limited	60,000	\$10	all	8162, buyers	
Hongkong Rope Manufacturing Co., Limited H'kong& South China Steam Fisheries Co., Ld.	15,000	\$10	\$7	\$7½, bayers	
M. Konga Bouch China Bream Planet les Ov., 222	10,000	\$250	\$50	\$1 80.	_
Canton Insurance Office Co., Limited	10,000 20,000	, ,	\$20	≱1 18, buyers	
China Fire Insurance Co., Limited	24,000	\$83.33	\$25	\$105, buyers	
China Traders Insurance Co., Limited	8,000	\$250		\$325, buyers	1 S. J.
Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited	10,000		4 — —	Tls. 157½, x d. \$815.	<u> </u>
Tinion Insurance Society, Limited	12,400 12,000	\$100		\$190, buyers	
Yangteze Insurance Association, Limited	12,000				1
LANDS AND BUILDINGS.	50,000	\$100		\$95, buyers	
Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld.	150,000	§10	all	\$61, sales \$25, nellers	1
Kowloon Land and Building Co., Ld	6,000 78,000	≱50 Tls: 50		Tls. 99.	
Shanghai Land Investment Co., Limited	12,500			\$47.	
West Point Building Co., Limited	22,000	100	4	8 700	
MINING.— SociétéFrançaise desCharb'ges du Tonkin	16,000	Fcs. 250		\$700. \$2,30.	
Banb Australian Gold Mining Co., Ld	200,000	£1 \$10	44	\$13.	
Peak Tramways Co., Limited	25,000 50,000	\$10	1	\$1.10, buyers	I
	75,000	\$10	_	\$5, bayers	
Philippine Co., Limited REFINERIES.—	2000		- 11	\$98, sellers	
China Sugar Refining Co., Limited	20,000	\$100 \$100		\$20.	
Luzon Sugar Refining Co., Limited	7,000	6100			
STEAMSHIP COMPANIES.— China and Manila Steamship Co., Ld	30,000	\$25		\$10, sales & buy. \$19.	
Douglas Steamship Co., Limited	20,000	\$50		\$293 hovers	
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	\$15	·	egg han L'don.	
Indo-China Steam Navigation Co., Ld	60,000 pref.	£5	all	\$67, bu {£6.5/-	
	2.500,000	£1		88/ buyers	
Shell Transport & Trading Co., Limited.	10,000	≱ J/∪	ell all	\$26, buyers	
Star Ferry Company, Limited }	10,000	\$10		\$16. \$25	
South China Morning Post, Limited	6,000 20,000	\$25 \$5		\$64, sellers	
Steam Laundry Company, Limited	20,000	1		Andlanana	

Tis. 250 | 7% p. annum | Par. VERNON & SMYTH, Share-Brokers. SOLE AGENTS FOR THE IDEAL LIGHT.

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STORES AND DISPENSARIES .-

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EFFECTS ENORMOUS REDUCTIONS i electric light bills. IT RENDERS ELECTRIC LIGHT ABSOLUTELY THE CHEAPEST ILLUMINANT, and thus

brings this mode of lighting within reach IT PAYS FOR ITSELF in about 150 hours on account of its great current saving IT

FOR ONE PENNY. gives 25 hours light for the consumption of one unit of current. THE OSEAM LAMP has an average life of over

2,000 hours, and during the whole of that period its initial c.p. is practically un-IT CONSUMES only approximately 1 watt per Hefner candle-power as against 4 watts consumed by a carbon filament lamp.

BULB.

THE OSRAM LAMP WHAT IT DOES NOT

Interest.

\$3,10, buyors

83, sellers

\$10, sellers

\$6½, buyers

Quotation.

4/9 per lb., steady

\$5½, buyers

\$12, buyers \$12, x div. bay;

IT DOES NOT deteriorate in light even after 2,000 hours' burning. DOES NOT, although its initial cost is more. PROVE AS EXPENSIVE AS AN ORDINARY CARBON LAMP, for it lasts FOUR times as long, and consumes one-quarter the current

ALL THE TIME: DOES NOT require any special installing, burns in any position on any lighting circuit and fits existing lampholders. OSRAM LAMP GIVES 20 HOURS LIGHT THE OSRAM LAMP DOES

BLACKEN. THE 40 WATT (app. 32 H.C.P.) OSRAM LAMP IT DOES NOT GET HOT. The OSRAM Lamp, although giving four times the light of a carbon lamp, does not generate heat to any extent. This, added to its other advantages, makes it the ideal Lamp for private houses. THE HIGH CANDLE-POWER LAMP DOES NOT take as much current as the Enclosed Arc

Lamp, and is rapidly displacing this latter form of lighting, being cheaper in first cost and cheaper to maintain. SEE THE WORD "OSRAM" IS ON EVERY SEE THE WORD "O RAM" (Patent G.E.C., nothing more) is on Every Buls.

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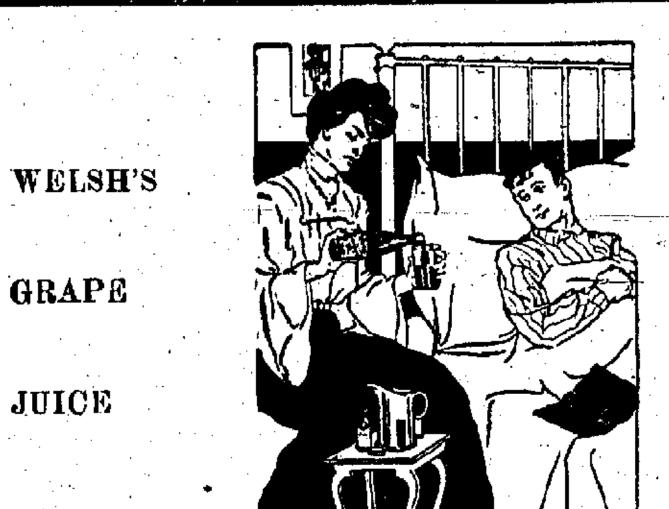
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Saturday, 20th May-Ordinary Annual Genera Meeting of Peak Tramways Co., Ltd., at Hongkong Hotel, 11.30 A.M. Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ld. 12.30 P.M.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Proceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of

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_	— : O : —	May	16th.
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